



595 Main Street, Aumsville, OR 97325  
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# **PUBLIC NOTICE**

## **AUMSVILLE PLANNING COMMISSION MEETING**

Aumsville Community Center  
555 Main Street, Aumsville, OR

**THURSDAY, October 5th, 2023**  
**AGENDA**

**CALL TO ORDER:** 6:00 pm

**VISITORS:** Visitors are welcome to attend in-person or via Zoom. For information about how to attend the meeting online, please email [hbrewster@aumsville.us](mailto:hbrewster@aumsville.us) to request log in instructions.

**APPROVAL OF MINUTES:** June 15th, 2023 APC Meeting Minutes

**UNFINISHED BUSINESS:** NONE

**NEW BUSINESS:**

**Public Hearing: Development Code Updates**

Open Public Hearing

1. Declaration of Interests
2. Preliminary Matters
3. Opening Statement
4. Staff Report
5. General Testimony

6. Rebuttal

7. Questions from the Public
8. Questions from the Commission
9. Close or Continue the Hearing
10. Deliberation

**Public Hearing: 2023-05 SUB Clover Street**

Open Public Hearing

1. Declaration of Interests
2. Preliminary Matters
3. Opening Statement
4. Staff Report
5. Applicant Testimony
6. Proponent(s) Testimony\*
7. Opponent(s) Testimony\*

8. Governmental Agencies

9. General Testimony
10. Questions from the Public
11. Questions from the Commission
12. Applicant Summary
13. Staff Summary
14. Close or Continue the Hearing
15. Deliberation

## **Public Hearing: UGB and Comprehensive Map Amendments**

### Open Public Hearing

1. Declaration of Interests
2. Preliminary Matters
3. Opening Statement
4. Staff Report
5. General Testimony

### 6. Rebuttal

7. Questions from the Public
8. Questions from the Commission
9. Close or Continue the Hearing
10. Deliberation

**CORRESPONDENCE:** NONE

**OTHER BUSINESS:** NONE

**FUTURE AGENDA ITEMS:** TBD

**NEXT MEETING:** TBD

### **ADJOURNMENT**

The City of Aumsville does not and shall not; discriminate on the basis of race, color, religion (creed), gender, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, or military status, in any of its activities or operations.

Anyone wishing to speak on an agenda item should ask to be recognized by the Mayor or Chair at the beginning of that agenda item. The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities must be made at least 48 hours prior to the meeting. Please call (503) 749-2030 and leave a message or Oregon Relay Service for TDD at (800) 735-2900.



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(503) 749-2030 • TTY 711 • Fax (503) 749-1852  
[www.aumsville.us](http://www.aumsville.us)

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## **AUMSVILLE PLANNING COMMISSION MEETING MINUTES**

**Thursday, June 15th, 2023**

The meeting was called to order at 6:09 PM by Chair Jennifer Molan. Commissioners Courtney Brennan, Molly Hatfield and Chris Chytka were present. Staff present were City Administrator Ron Harding (CA Harding) and Executive Assistant Kirst Pizzuto.

### **APPROVAL OF MINUTES: April 20th, 2023**

Commissioner Chytka moved to approve the minutes from the April 20th, 2023 meeting as presented. Commissioner Brennan seconded the motion. All commissioners present voted in favor. The motion passed unanimously.

### **NEW BUSINESS: Public Hearing**

#### **Parks Master Plan Amendments**

The public hearing was opened at 6:15 PM by Chair Molan. Presenting the staff report was Dave Kinney, a planning and project consultant retained by the city, as well as Jesse Winterowd, with Winterbrook Planning. Consultant Kinney introduced himself and explained the Eastside Park project he had been working on for the previous 9 months. Consultant Kinney stated that during the planning process, the park advisory team held two open houses, met with 14 different classes at the local school district and spent an estimated 8 hours getting feedback from children in the area on what they would like to see at the proposed park. Consultant Kinney said the conceptual park designs were posted on the city website, as well as on display at city hall to have continued feedback from the community.

Consultant Kinney explained that the proposed park is currently outside of the cities UGB (Urban Growth Boundary). Consultant Kinney stated that should the council approve the Park Master Plan, the planning commission will see the expansion of the UGB come to them in the near future. Consultant Kinney thanked Kirsti Pizzuto for her time and commitment to the involvement of the community with the park project. He then opened for questions from the planning commission.

Chair Molan commended the team for the work they did with the youth and the feedback they were able to provide with the proposed park plans. Chair Molan asked if the feedback provided any changes to the plans. Consultant Kinney noted very minor changes; specifically with the proposed BMX track in whether it was desired or not. Consultant Kinney stated that restrooms were recommended to be closer to places like basketball courts and natural play areas for convenience.



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Chair Molan asked if the park is made to be intentionally visible from HWY 22. Consultant Kinney explained that there are not any landscaping plans that are set for that area. Commissioner Brennan asked about the UGB amendment coming soon. Consultant Kinney said the UGB amendment needs to be noticed to Marion County as well as the DLCD (Department of Land Conservation Development) and show there is a need to expand the Urban Growth Boundary. Planner Winterowd added that the need is provided in the Park Master Plan amendments that was before the council. The UGB expansion wouldn't be acknowledged until after the council approves as well as Marion County and DLCD.

Based on the findings included in the staff report, Consultant Kinney and Planner Winterowd recommended the Planning Commission recommend to the City Council that the city adopt amendments to Chapter 6 "Recreation Element" of the Aumsville Comprehensive Plan and adopt amendments to Aumsville Parks Master Plan for the Eastside Community Park.

Chair Molan closed the public hearing at 6:33PM.

Chair Molan called for a motion. Commissioner Chytka motioned to recommend the City Council adopt the proposed amendments to the Aumsville Parks Master Plan for the Eastside Community Park and adopt the proposed findings of fact. Commissioner Brennan seconded the motion. All commissioners present voted in favor. The motion passed unanimously.

Commissioner Chytka motioned to recommend the City Council initiate a UGB amendment and annexation proceeding for the Eastside Community Park site. Commissioner Brennan seconded the motion. All commissioners present voted in favor. The motion passed unanimously.

**CORRESPONDENCE: None.**

**WORK SESSION: None.**

**OTHER BUSINESS:** CA Harding gave the reminder to the commissioners that there is still an open seat on the Aumsville Planning Commission.

**NEXT MEETING: October 5<sup>th</sup>, 2023.**

**ADJOURNMENT:** 6:38 PM without objection.

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Planning Chair



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**DATE:** October 2, 2023  
**TO:** Aumsville Planning Commission  
**FROM:** Holly Byram, Contract City Planner, MWVCOG  
**RE:** **File 2023-10 LA – Legislative Amendment**

**SUMMARY:**

Attached are the draft revisions to the Aumsville Development Ordinance (ADO). The staff report findings should be to you by tomorrow. Thank you for your patience.

Highest adjacent grade: The highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

Historic structure (Flood): Any structure that is:

- (A) Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- (B) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- (C) Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of Interior; or
- (D) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
  - 1. By an approved state program as determined by the Secretary of the Interior or
  - 2. Directly by the Secretary of the Interior in states without approved programs.

Home Occupation: For the purpose of this ordinance, Home Occupation is defined in Ord. 702.

Hotel(s)/Motel(s) means [transient lodging, transient lodging facilities, short-term rentals, and/or any structure, or any portion of any structure, which is occupied, used, intended, and/or designed for transient occupancy for 30 days or less, for dwelling, lodging, or sleeping purposes.](#)

House of Worship: A church, mosque, synagogue, temple, meeting house, or other nonresidential building used primarily for religious worship. A house of worship may include accessory buildings for related religious activities, but not kindergarten through grade 12 school facilities.

Kennel: Any lot or premises on which four or more dogs and/or cats over the age of four months are kept for sale, lease, boarding, or racing.

Land Division: The creation of a lot or parcel of land through the process of subdividing or partitioning land.

Landscaping or Landscaped Area: The lawn, groundcover plants, shrubs, annuals, perennials, and trees, or desirable native vegetation. It includes landscape elements, including any combination of mature living plants such as trees, shrubs, plants, vegetative ground cover, or turf grasses, and may include structural features such as walkways, fences, benches, plazas, works of art, reflective pools, fountains, or the like. It also includes irrigation systems, mulches, decorative rock ground cover, topsoil, and re-vegetation or the preservation, protection, and replacement of trees.

Parking and Loading section of this ordinance (See Section 18.00).

6.10 General Requirements. Multifamily dwellings, Single-family dwellings, attached single family dwellings, accessory dwelling units, duplexes, and manufactured homes shall meet the following requirements:

- (A) Dwellings shall have a pitched roof with a slope of not less than 3/12 (i.e., a vertical rise of 3 inches for every 12 inches of horizontal run/span)
- (B) Dwelling units except for ADU shall be not less than 1000 sq ft
- (C) Dwellings shall utilize at least five of the following design features to provide visual relief along the front of the home:
  - 1. Dormers
  - 2. Roof gables (excluding dormer gables) with a minimum 18" projection
  - 3. Recessed entries
  - 4. Covered porches entry with same roofing as home
  - 5. Pillar or posts at front entry
  - 6. Bay or Bow windows
  - 7. Eaves (minimum 18" projection)
  - 8. Off sets on building face or roof (minimum 16")
  - 9. Shutters, as a matched pair for windows, either decorative, fixed, or movable
  - 10. Balconies or decks of at least 2-foot depth and 5 feet in width, accessed by a door and enclosed by railing or parapet
  - 11. Exterior wall (or portion) and/or chimney of brick, stone, composite, masonry, or other similar materials
- (D) External systems for heating and cooling shall be installed only at ground level and not within the required front yard.
- (E) All hitches, travel light/clearance lights, wheels, axles are to be removed from the exterior of dwellings.
- (F) A manufactured home shall be multi-sectional and enclose a space of not less than 1,000 square feet.
- (G) A manufactured home shall be placed on an excavated, prepared level site and supported on a continuous concrete footing. After setting and blocking, the home shall be enclosed at the entire perimeter with a standard finish concrete block set on the continuous concrete footing. After backfilling as required, the bottom of the home shall be no more than 12" above the surrounding finished grade. All foundation, blocking, pier, and footing requirements in addition to those outlined in this paragraph shall conform to Marion County Building Code requirements.
- (H) A manufactured home shall incorporate not fewer than four architectural features per dwelling unit from 1-11 below. Applicants are encouraged to use those elements that best suit the proposed building style and design.
  - 1. Covered front porch: not less than six feet in depth and not less than 30 percent of the width of dwelling, excluding the landing for dwelling entrance;
  - 2. Dormers: minimum of two required for each single-family dwelling and one each for other dwellings; must be a functional part of the structure, for example, providing light into a living space
  - 3. Recessed entrance: not less than 3 feet deep

## SECTION 8.00

### **I – Industrial**

#### 8.01 Uses Permitted Outright, but not Limited to:

- (A) Agriculture and Forestry:
  - 1. Agriculture production crops;
  - 2. Forest nurseries and tree seed gathering and extracting.
- (B) Construction:
  - 1. Construction including building construction general contractors.
- (C) Manufacturing:
  - 1. Grain mill products;
  - 2. Food preparation and kindred products;
  - 3. Textile mill products;
  - 4. Cabinet or carpentry shop;
  - 5. Paperboard containers and boxes;
  - 6. Printing, publishing, and allied industries;
  - 7. Glass, pottery, and related products;
  - 8. Cut stone and stone products;
  - 9. Cutlery, hand tools, and general hardware;
  - 10. Heating equipment and plumbing fixtures;
  - 11. Manufactured housing;
  - 12. Miscellaneous fabricated metal products;
  - 13. Metalworking machinery and equipment;
  - 14. Office, computing and accounting machines;
  - 15. Refrigeration and service industry machinery;
  - 16. Measuring, analyzing, and controlling instrument, photographic, medical and optical goods, watches and clocks.
- (D) Transportation and Electric Services:
  - 1. Railroad transportation;
  - 2. Local and suburban transit and interurban highway passenger transportation;
  - 3. Motor freight transportation and warehousing;
  - 4. Transportation services;
  - 5. Electric services.
- (E) Retail and Wholesale Trade:
  - 1. Agriculture equipment sales and service, wholesale or retail;
  - 2. Automobile, motorcycle, boat, trailer or truck rental, sales and service;
  - 3. Lumber or building supplies equipment storage or sales, retail;
  - 4. Storage or sales of frozen or refrigerated food;
  - 5. Warehouse or wholesale distribution and sales factory;
  - 6. Eating and drinking places;
  - 7. Mobile Food Services. See also Section 27.
  - 8. Mini-storage warehouses available to the public, including indoor or outdoor recreational vehicle storage.



- (F) Services:
  1. Veterinary services;
  2. Mailing, reproduction, commercial art and photography, and stenographic services;
  3. Cleaning and maintenance services to dwellings and other buildings, not elsewhere specified;
  4. Welding repair;
  5. Industrial machinery service;
- (G) Public Administration:
  1. Public and semi-public uses and structures.
- (H) Other Uses:
  1. Utilities - truck and equipment storage and parking and material storage yard;
  2. Accessory buildings, structures, and uses normal and incidental to the uses permitted in this district;
  3. Dwelling unit or guest room for a caretaker or watchman on the premises being cared for or guarded;
  4. Public right-of-way;
  5. Other similar developments which the City may find to be similar to those listed as permitted in this zone and which are not inconsistent with its purpose.

8.02 Conditional Uses:

- (A) Agriculture:
  1. Soil preparation services;
  2. Crop services;
- (B) Manufacturing:
  1. Dairy products;
  2. Canned and preserved fruits and vegetables;
  3. Leather and leather products;
  4. Transportation equipment;
  5. Millwork, veneer, plywood, and structural wood members;
  6. Rubber, concrete, gypsum, and plastic products;
  7. Rolling, drawing, and extruding of nonferrous metals;
  8. Metal forgings and stampings;
  9. Engines and turbines;
  10. Farm and garden machinery and equipment;
  11. Energy plant.
- (C) Services:
  1. Laundry, cleaning, and garment services;
  2. Research and development laboratories;
  3. Vocational schools.
  4. Automotive repair, services, and garages;
  5. Child day care home and center;
  6. Tire retreading and vulcanizing shop;
- (D) Other Uses:
  1. Recycling depots;

2. Planned industrial unit development;

8.03 Industrial Performance Standards. The discharge of solids, liquids, or gases which are detrimental to the public health, safety, and welfare causing injury to human, plant, or animal life or to property is prohibited in this industrial zone. In an I zone no land or structure shall be used or occupied unless therein continuing compliance with the following standards:

(A) Heat, glare, and light:

1. All operations and facilities producing heat, glare, or light, including exterior lighting, shall be so directed or shielded by walls, fences, evergreen plantings, that such heat, glare, or light is not reflected onto adjacent properties or streets.

(B) Noise:

1. No noise or sound in an I zone shall be of a nature which will constitute a nuisance as documented by the chief of police.

(C) Sewage:

1. No categorical wastewater discharges are allowed. Adequate provisions shall be in place for the disposal of sewage and waste materials and such provisions shall meet the requirements of the City of Aumsville sewage disposal system.

(D) Vibration:

1. No vibration other than that caused by highway vehicles and trains shall be permitted which is discernible without instruments at or beyond the property line for the use concerned.

8.04 Minimum Lot Area: None.

8.05 Minimum Lot Width: None.

8.06 Maximum Lot Coverage: None.

8.07 Maximum Height of Structure: 70 feet.

8.08 Yard Requirements: ~~None~~. See [landscaping requirements section 23.00](#)

8.09 Parking and Loading: See the Parking and Loading section of this ordinance (Section 18.00).

## SECTION 10.00

### **ID – Interchange Development Zone**

- 10.01 **Purpose:** To provide for industrial, commercial, and office uses on property located at the State Highway 22 interchange. The transportation amenities offered by Highway 22 will be a factor in attracting industrial and commercial users. However, the community views the interchange area as the key entry point into the City. For this reason, the quality of the site design will be emphasized. In providing for the development of the interchange area, it is essential that the principal function of the intersection be preserved.
- 10.02 **Permitted Use.** The following uses are permitted, subject to a site development review and conformance with the provisions in this Section. In interpreting this Section, following uses are permitted, subject to a site development review and conformance with the provisions of the Aumsville Development Ordinance:
- (A) Industrial-Related Activities
    1. Manufacturing: Light manufacturing, assembly, processing, packaging, treatment, fabrication of goods or merchandise, and similar uses.
    2. Research centers and laboratories.
    3. Telecommunication centers, including call centers.
  - (B) Retail and Services
    1. Offices.
    2. Restaurants, delicatessens, snack shops, and other types of eating and drinking establishments, including entertainment facilities accessory to the establishment.
    3. Banks and other financial institutions.
    4. Business services, such as photocopy and mailing centers.
    5. ~~Traveler accommodations, including~~ hotels and motels; but excluding camping and recreational vehicle parks.
    6. Professional offices including, but not limited to, medical, dental, veterinary, engineering, and legal services. Veterinary clinics shall not provide on-site services for farm animals.
    7. Services, such as cleaning and maintenance services provided to dwellings and other buildings.
    8. Mobile Food Services (See also Section 27).
  - (C) Other Uses: Other uses, which the City may find to be similar to those listed as permitted in this zone that are consistent with its purpose.
- 10.03 **Conditional Uses.** The following activities are conditionally allowed in the ID zone:
- (A) Convenience stores.
  - (B) Service stations; but excluding repair facilities.
  - (C) Towing services; but excluding storage of vehicles.
  - (D) Retail activities that are designed to serve the community or region.
  - (E) Establishments serving liquor.
  - (F) House of worship
  - (G) Gymnasium

## SECTION 18.00

### **Off-Street Parking and Loading**

- 18.01 New and Existing Facilities to Provide Parking and Loading. Off-street vehicular parking areas, off-street loading areas, and bicycle parking facilities shall be provided and maintained:
- (A) For any new building or structure erected.
  - (B) For additional seating capacity, floor area, guestrooms, or dwelling units added to any existing building or structure.
  - (C) When the use of the building or structure is changed and would require additional parking areas under the provisions of this ordinance. This change in parking shall only apply if the required increase exceeds 25% of the existing number of spaces.
  - (D) For handicapped: One parking space at each area of public access.
- 18.02 Reduction of Required Parking Area. Off-street parking and loading areas which existed on the effective date of this ordinance shall not be reduced below the required minimum as set forth in this ordinance.
- 18.03 Parking Location, Shared Parking, and Driveways. Off-street parking and loading areas shall be provided on the same lot with the main building or structure or use, except that in any non-residential zone, parking areas may be located off the site of the main building, structure, or use if it is within 500 feet of such site on an adjacent parcel, provided the adjacent parcel is not a residential use in the commercial zone.
- (A) Off-Site Parking. Except for single-family and Multi-family dwellings, the vehicle parking spaces required by this section may be located on another parcel of land, provided the parcel is within a reasonable walking distance of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.
  - (B) Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (e.g., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.
  - (C) Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operator show that the need for parking facilities does not materially overlap (e.g., uses primarily of daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing joint use.
  - (D) Credit for On-Street Parking. The amount of off-street parking required shall be reduced by one off-street parking space for every on-street parking space adjacent to the development. On-street parking shall follow the established

configuration of existing on-street parking, except that angled parking may be allowed for some streets, where permitted by City and/or County standards. On-street parking is not intended to replace off-street residential requirements.

The following constitutes an on-street parking space:

1. Parallel parking, each 24 feet of uninterrupted curb;
  2. 45 degree diagonal, each with 10 feet of curb;
  3. 90 degree (perpendicular) parking, each with 10 feet of curb;
  4. Curb space must be connected to the lot which contains the use;
  5. Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or street standard; and
  6. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street spaces is permitted.
- (E) Shared Driveway Access: Where parking is provided for two or more uses, structures, or parcels of land, access needs may be satisfied by use of a common or shared driveway to the extent that the right of joint use is evidenced by a recorded deed, contract, or similar written instrument establishing joint use and maintenance.
- (F) Magazine Parking: Magazine Parking shall only count as one parking space for the purpose of determining conformance to the required number of parking spaces.

#### 18.04 Off-Street Vehicular Parking Requirements.

- (A) If several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements for the several uses computed separately.
- (B) Required parking shall be available for parking of operable passenger vehicles of residents, customers, and employees only, and shall not be used for the storage or display of vehicles or materials.

#### 18.05 Off-Street Automobile and Bicycle Parking Requirements.

- (A) Criteria Used in Determining Parking Requirements. The criteria used include the following:
1. Number of equivalent dwelling units.
  2. Square Footage of a Facility or Building. Unless otherwise noted, when square feet are specified, the area measured shall be the net floor area of the building's primary use, but shall exclude any space within a building used for off-street parking, loading, or service functions not primary to the use. For example, net floor area for a restaurant is limited to the dining area.
  3. Capacity or Number of Persons. When the requirements are based on the number of: (a) Employees — it shall be determined on the basis of the number of persons working on the premises during the largest shift at peak season; (b) Sleeping facilities or beds provided — it shall be determined on the basis of the maximum number of persons to be accommodated or beds available.

4. Persons at Maximum Occupancy. The number used shall be determined on the basis of the maximum occupancy for the shift.

(B) Parking Requirements

Off-street parking for vehicles and bicycles shall be provided based on the following table. Vehicle parking space improvements shall comply with provisions in Section 18.03 and bicycle parking improvements shall comply with provisions in Section 18.11.

**VEHICLE AND BICYCLE PARKING SPACE REQUIREMENTS**

	<b>Land Use Activity</b>	<b>Vehicle Spaces</b>	<b>Bicycle Spaces</b>	<b>Measurement</b>
A.	1, 2, and 3 family dwellings	2 spaces per dwelling unit	0	None
B	Accessory dwelling units	2 spaces per ADU if equal to or over 400 square feet. 1 space per ADU if under 400 square feet.		
C.	Multi-family dwellings	2 spaces per dwelling unit	1	Per two dwelling units
D.	Hotel, motel, boarding house	1 space per guest room plus 1 space for the owner or manager	1	Per 20 guest rooms
E.	Club, lodge	Spaces sufficient to meet the combined minimum requirements of the heaviest uses being conducted, such as hotel, restaurant, auditorium, etc.	1	Per 20 vehicle spaces
F.	Hospital, nursing home	1 space per two beds and 1 space per 2 employees	1	Per 20 vehicle spaces
G.	Churches, auditorium, stadium, theater	1 space per 4 seats or every 8 feet of bench length	2	Per 20 vehicle spaces
H.	Elementary, junior high school	2 spaces per classroom, plus off-street loading facility	3	Per classroom
I.	High school	1 space per classroom and one space per employee, plus off-street loading	1	Per classroom
J.	Bowling alley, skating rink, community center	1 space per 100 sq. ft. plus 1 space per employee	1	Per 20 vehicle spaces
K.	Retail store, except as	1 space per 400 sq. ft. plus	1	Per 20 vehicle

	Land Use Activity	Vehicle Spaces	Bicycle Spaces	Measurement
	provided in "L"	1 space per 2 employees		spaces
L.	Service or repair shop, retail store handling exclusively bulky merchandise, such as automobiles or furniture	1 space per 800 sq. ft. of gross floor area, plus 1 space per 2 employees	1	Per 30 vehicle spaces
M.	Bank; office buildings; medical and dental clinic	1 space per 300 sq. ft. of gross floor area, plus 1 space per 2 employees	1	Per 20 vehicle spaces
N.	Eating and drinking establishment except a Mobile Food Vendor. See 18.05(S)	1 space per 4 seats or every 8 feet of bench length, plus 1 space per 2 employees	1	Per 20 vehicle spaces
O.	Wholesale establishment	1 space per 1,000 sq. ft. of gross floor area, plus 1 space per 700 sq. ft. of retail area	1	Per 30 vehicle spaces
P.	Municipal and governmental	1 space per 600 sq. ft., plus 1 space per 2 employees	3	Per 10 vehicle spaces
Q.	Manufacturing and processing:	One space per employee during the largest shift, <u>plus,</u>		
	1. 0-24,900 sq. ft.	1 space per 700 sq. ft.	3	Per 30 vehicle spaces
	2. 25,000-49,999 sq. ft.	1 space per 800 sq. ft.	3	Per 30 vehicle spaces
	3. 50,000-79,999 sq. ft.	1 space per 1,000 sq. ft.	3	Per 30 vehicle spaces
	4. 80,000-199,999 sq. ft.	1 space per 2,000 sq. ft.	5	Per 30 vehicle spaces
	5. 200,000 sq. ft. and over	1 space per 3,000 sq. ft.	8	Per 30 vehicle spaces
R.	Warehousing and storage distribution, terminals	One space per employee during the largest shift, <u>plus,</u>		
	1. 0-49,999 sq. ft.	1 space per 3,000 sq. ft.	6	Per 30 vehicle spaces

	2. 50,000 sq. ft. and over	1 space per 5,000 sq. ft.	5	Per 30 vehicle spaces
S.	Mobile Food Vendor			
	Short Term - Open in one location for less than a 72-hour period, or open not more than three hours a day in any one location	No parking required		
	Medium Term – Open in one location for more than a 72-hour period but less than 45 days in a 6-month period	1 space required		
	Long Term – Any period of time not meeting the definition of Short or Medium term	Parking required as required for a restaurant See Section 18.05.N		
	Required parking may not displace parking required for another use.			

18.06 Off-Street Loading Requirements. Off-street loading spaces for commercial and industrial buildings shall require a minimum loading space size of 10 feet wide, 25 feet long, and 14 feet high, in the following manner:

- |    |  |                 |
|----|--|-----------------|
| 1. | Up to 20,000 square feet of gross floor area     | 250 square feet |
| 2. | 20,000 to 50,000 square feet of gross floor area | 500 square feet |
| 3. | Over 50,000 square feet of gross floor area      | 750 square feet |

18.07 Exceptions to Loading Requirements. The Commission may waive the off-street loading requirements for any commercial or industrial building or use when it has been determined that the building or use is of a kind not requiring the loading or unloading or delivery of merchandise or other property by commercial trucks or delivery vehicles.

18.08 Parking and Loading Development Standards. All parking areas shall be developed and maintained as follows:

- (A) Location. The required yard areas adjacent to a street shall not be used for parking or loading areas, except a residential driveway. The interior yards, other than those adjacent to a street, may be used for parking and loading areas when such yard areas have been developed for that purpose and are not at variance with this ordinance.



- (B) Surfacing. All driveways, parking, and loading areas shall be paved with asphalt or concrete surfacing and shall be adequately designed, graded, and drained.
- (C) Surfacing for Residential Uses. All driveways, parking spaces, and vehicle and recreational vehicle storage areas shall be paved with asphalt or concrete surfacing matching existing surfaces and shall be adequately designed, graded, and drained. Unless prohibited by the building design (e.g., a garage running parallel to a street) all parking and storage spaces shall run perpendicular to the adjacent street and shall not reduce minimum landscaping area requirements.
- (D) Size of parking spaces and driveways:
  1. A driveway for residential use shall be a minimum width of 10 feet.
  2. One-way drives shall have a minimum improved width of at least 12 feet, exclusive of parking spaces.
  3. Two-way drives shall have a minimum improved width of at least 20 feet, exclusive of parking spaces.
  4. The minimum width of any parking space shall be 10 feet, exclusive of driveways.
  5. The minimum length of any parking space shall be 20 feet, exclusive of driveways.
  6. [Developments with requirements that exceed 100 spaces may reduce spacing size following the chart below. In no case will the full-size spaces be reduced to below 25% of the required spaces. Should no compact spaces be used, mid-size spaces will not exceed 75% of the required spaces. Of the required spaces rounding up to the nearest whole number.](#)

<a href="#">Developments requiring more than 100 spaces</a>	<a href="#">Compact not to exceed 5%</a>	<a href="#">Mid-size not to exceed 75%</a>	<a href="#">Full size must include 25%</a>
	<a href="#">8'x18'</a>	<a href="#">9'x19'</a>	<a href="#">10'x20'</a>

~~[,of the required spaces, rounded down to the nearest whole number, up to foot to a minimum of 9 feet wide by 19 feet long \(defined as a minimum of 8 feet wide by 18 feet long\) spaces, rounded down to the nearest whole number](#)~~

- (E) Screening. When any parking or loading area is within or adjacent to any residential zone, such parking or loading area shall be screened from all residential properties within an ornamental fence, wall, hedge, or other form of landscaping of at least 4 feet in height, but not more than 6 feet in height. Screening shall not encroach into vision clearance areas as required and screening shall be continuously maintained and protected from damage from vehicles using the parking areas. (See Sections 7 and 22)
- (F) Lighting. Any illumination of a parking or loading area shall be so arranged as to be directed entirely onto the loading or parking area and shall be deflected away from residential use, and shall not cast a glare or reflection onto moving vehicles or a public right-of-way.
- (G) Single-Family Driveways. On a lot developed with a single-family dwelling, only

one driveway is allowed per street frontage unless the frontage is over 100 feet in length.

- (H) Maximum Parking Allowed. With the exception of properties with single-family homes and duplexes, no site shall be permitted to provide more than thirty percent in excess of the minimum off-street vehicle parking required by Section 18.05.

18.09 Parking and Loading Plan Required. Applications for hearing before the Commission for development permits shall submit a parking and/or loading plan, drawn to scale, and showing:

- (A) Access to street(s), both ingress and egress.
- (B) Location of individual parking spaces.
- (C) Location of existing and proposed buildings.
- (D) Proposed screening.
- (E) Proposed lighting.
- (F) Surface markings and/or signs for traffic flow and space designations.
- (G) Vehicles leaving the property from a parking area shall enter the street in a forward motion.
- (H) Proposed bicycle parking plan.

18.10 Construction. It shall be required that all approved parking, loading, and bicycle parking areas shall be completed and available for use at the time of final inspection or issuance of an occupancy permit.

18.11 Bicycle Parking. At a minimum, bicycle parking facilities shall be consistent with the following design guidelines:

- (A) Bicycle parking shall be convenient and easy to find. Where necessary, a sign shall be used to direct users to the parking facility.
- (B) Each bicycle parking space shall be at least 2 feet by 6 feet with a vertical clearance of 7 feet.
- (C) An access aisle of at least 5 feet between bicycle spaces shall be provided in each bicycle parking facility.
- (D) Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object, i.e., a "rack", upon which the bicycle can be locked. Structures that require a user-supplied lock shall accommodate both cables and U-shaped locks and shall permit the frame and both wheels to be secured (removing the front wheel may be necessary). Note: businesses may provide long-term, employee parking by allowing access to a secure room within a building, although additional short-term customer parking may also be required.
- (E) The rack shall support the bicycle in a stable position without damage.
- (F) Rows of bicycle racks shall not exceed 20 feet in length. Rows shall be separated at least 5 feet.

18.12 Parking and Storage of Certain Vehicles:

- (A) Automobile vehicles or trailers of any kind or type without current license plates shall not be parked or stored on any residentially zoned property other than in

completely enclosed buildings or in developed parking areas.

- (B) Recreational vehicles, except in a manufactured home park and where specifically permitted by this ordinance, may not connect to City water or sewer.
- (C) Recreational vehicles stored on private property and not connected to City sewer and water may be occupied no more than 10 days per 30-day period. The City Administrator may permit occupancy longer than 10 days in a 30-day period in cases of unique hardship, in cases of temporary housing related to construction, or in cases where other special circumstances exist. Permission must be in writing, must describe the special circumstance, must state the specific time period occupancy may occur, and cannot grant an exception for more than a 6-month period unless authorized by Council.

## 28.00 MASTER PLANNED DEVELOPMENTS (MPD)

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#### 28.01 Purpose:

To provide a means for phased master planning of large development sites while encouraging innovative planning that benefits the community.

#### 28.02 Applicability:

At the applicant’s discretion and subject to city approval, the MPD designation may be applied over city base zone(s) on sites of two acres or more under the applicant’s control.

#### 28.03 MDP Review Process:

There are two required steps for MPD approval, which may be completed individually or combined for concurrent review:

(A) Concept Plan Review: The concept plan, which may include a preliminary subdivision plan, shall be reviewed by the Planning Commission under Type II procedure per Section 12.01.C.

(B) Final Development Plan Review: The Final Plan must be in substantial compliance with the approved Concept Plan and meet all applicable ADO standards. The Final Plan (including the final site plan and final subdivision plat, if necessary) shall be reviewed by the Planning Commission under Type II procedure per Section 12.01.C.

#### 28.04 MDP Concept Plan Submission:

A Concept Plan application shall include the following:

(A) An application narrative:

(1) Describing planning objectives to be achieved by the master planned development, the character of the proposed development, and the rationale behind the assumptions and choices made by the applicant;

(2) Demonstrating compliance with the applicable Concept Plan approval criteria contained in Section 28.05;

(3) Describing the proposed development schedule including the duration and location of each proposed development phase, and public facilities and private amenities to be provided in each phase;

(3) Stating the applicant's intentions regarding the future selling or leasing of all or portions of the planned development;

(5) Describing the maintenance plan for any common areas or lands not dedicated to a public agency or owned in fee simple; and

(6) Identifying any proposed modifications to ADO development standards or public works design standards.

(B) If subdivision is proposed, the applicant shall provide:

(1) All subdivision preliminary plat submission requirements in Section 20.25; and

(2) A narrative demonstrating compliance with subdivision approval criteria in Section 20.26.

(C) Required Concept Plans and Maps:

(1) Vicinity Map;

(2) Site Analysis Map per Section 21.05(A);

(3) A Conceptual Site Plan, including general land use plan, building envelopes, circulation plan, open space network, general utility connections and alignments, and other information necessary to convey the concept plan;

(4) Preliminary grading plan;

(5) Preliminary landscape plan, including plan for retention of existing vegetation and general planting areas;

(6) Preliminary architectural plans, intended architectural styles, building heights, massing, and general materials;

(7) Preliminary sign plan, including locations, general size, style and materials of signs, such as entry monument and wayfinding signs, as applicable; and

(D) Covenants and Restrictions: A copy of all existing covenants and restrictions, and general description of proposed covenants and restrictions related to common areas, circulation and parking, and the like).

### 28.05 Concept Plan Approval Criteria:

The Planning Commission must determine that the following criteria are met to approve a Concept Plan. The Planning Commission must deny an application if all applicable criteria are not met, except where modifications to development standards are requested per Section 28.06.

(A) Comprehensive Plan: The proposal does not conflict with specific mandatory policies related to master planned development, transportation improvements or park dedication requirements in the Comprehensive Plan;

(B) Section 20 Land Divisions: If a land division is proposed, the requirements in Section 20.17 or 20.26 for a partition or subdivision preliminary plan, consistent with the type of land division proposed, must be met;

(C) Site Development Review Criteria: The Concept Plan is consistent with Section 21.06 Site Development Review approval criteria, recognizing that additional details will be provided in the Final Development Plan.

(D) Public facilities: The proposal demonstrates that adequate public facility capacity to serve the proposed development including sewer, water, and the transportation system, consistent with the City's adopted engineering design and construction standards, are available or will be made available by the applicant;

(E) Open Space: Concept Plans shall have a minimum of 20% open space, which may be public, private, or a combination of public and private open space.

(1) The 20% minimum open space requirement includes open space resulting from meeting open space, landscaping, and parks dedication requirements of the applicable zone(s).

(2) The city, through conditions of approval, may also require public access to open space be provided, where necessary to mitigate development impacts or to meet public recreational needs identified in the Comprehensive Plan.

### 28.06 Modifications to Standards:

Development standards may be modified through the Concept Plan review process without the need for a Section 13 variance, if the Planning Commission determines that the proposed modification provides greater public benefit than would otherwise occur under the requirement(s) proposed for modification. To make this determination, the Planning Commission must find that Criteria (A) or (B) are met.

(A) The proposed modification equally or better meets the purpose of the applicable ADO standard(s) to be modified; and

(B) The modification to one or more standards provides public benefits greater than would have resulted from strict application of the standard(s) to be modified:

(1) Greater protection of natural features than would be required of a project that strictly conforms to ADO standards;

(2) Improved transportation connectivity, such as the provision of pathways and/or other transportation facilities, that would not otherwise be required under minimum code standards;

(3) Sustainable development design meeting the certification criteria of a nationally recognized sustainable development/green building rating system;

(4) Provision of affordable housing, a greater variety of housing types, or smaller lot sizes, than would be allowed by code standards;

(5) Other benefits that fulfill Comprehensive Plan policies as determined by the Planning Commission.

(C) Engineering design standards: Modifications to the city's engineering design standards require separate variance to such standards approved by the City Engineer. The city may grant such variances concurrently with approval of the MDP Concept Plan.

#### 28.07 Concept Plan Approval, Modification and Expiration:

(A) Upon approval of a Concept Plan, the approved plan, including any conditions of approval and modifications, shall be binding on future uses and development of the property, except where an approval expires.

(B) Expiration: Except as provided by (C) or (D), below, a Concept Plan shall become void two years after the date of approval if the applicant, or successor, has not filed with the city an application for a Final Development Plan per Section 28.08.

(C) Phased MDP: The applicant may propose, and the Planning Commission may approve a multi-phased development plan with specific performance standards.

(1) The phasing plan must show the timing and development area for each phase, including public facilities and public and private amenities.

(2) Public and private amenities, including transportation improvements, shall not be deferred to later phases of the project.

(3) In no case shall the phased Concept Plan extend beyond 10 years.

(D) Extension: At its discretion, the city may grant up to three extensions of the concept plan approval period, not to exceed 1 year per extension, provided that:

(1) The extension request is made before expiration of the Concept Plan;

(2) The applicant has demonstrated that substantial progress has been made towards implementation of the Concept Plan; and

(3) There have been no substantive changes to the applicable Comprehensive Plan policies or ADO provisions on which the approval was based.

## 28.08 Final Development Plan Submission:

Final Development Plan submission requirements are determined based on the conditions of approval for the MDP Concept Plan and ADO requirements:

(A) Final Development Plan: The applicant must demonstrate why the Final Development Plan submission substantially conforms with the approved Concept Plan and shall provide the information required for site development review per Section 21.05.

(B) Final Subdivision Plat: If a preliminary subdivision plan has been approved, the applicant must demonstrate why the final plat submission substantially conforms with the preliminary subdivision plan approved in conjunction with the Concept Plan and shall meet Section 20.26(B) through (F) and Section 20.27 subdivision requirements.

## 28.09 Final Development Plan Review:

The Planning Commission is responsible for reviewing Final Development Plans under Type II procedure per Section 12.01.C.

(A) To approve a Final Development Plan, the Planning Commission must provide written findings demonstrating that the Final Development substantially conforms with the approved Concept Plan, including any Concept Plan conditions of approval.

(B) If the Planning Commission cannot make this determination based on evidence submitted by the applicant, the Planning Commission shall find the application to be incomplete and shall provide a written list of changes to the Final Development Plan necessary to substantially comply with the approved Concept Plan.

### (C) Concept Plan Changes:

(1) The Administrative Authority under a Type I.B procedure may approve minor changes to the approved Concept Plan if necessary to correct an error, or to address changes in circumstances beyond the applicant's control that have occurred since the date of project approval.

(2) Other changes to the approved Concept Plan must be reviewed by the Planning Commission under Type II procedure per Section 12.01.C. The burden of proof shall be on the applicant to show that the proposed change(s) are consistent with Section 28.05 Concept Plan approval criteria.

(D) Open space areas shall be shown on the Final Development Plan and recorded with the final plat or separate instrument; and the open space shall be conveyed in accordance with one of the following methods:

(1) By dedication to the city as publicly owned and maintained open space. Open space proposed for dedication to the city must be acceptable to the Planning Commission regarding the size, shape, location, improvement, environmental condition (for example, the applicant may be required to provide an environmental assessment), and approved by the City based on budgetary, maintenance, and liability considerations; or



(2) By leasing or conveying title (including beneficial ownership) to a corporation, homeowners' association, or other legal entity. The terms of such lease or other instrument of conveyance must include provisions for maintenance and property tax payment acceptable to and enforceable by the city.



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DATE: October 5, 2023  
TO: Aumsville Planning Commission  
FROM: Holly Byram, Consulting City Planner, MWVCOG

RE: Recommended Revised Condition of Approval, Youmans Subdivision

SUMMARY:

Should the Planning Commission vote to recommend City Council approval of the proposed subdivision, staff recommends including this revised condition of approval (D) in the motion. The revised condition language below still requires compliance with ADO 20.05, but allows the applicant more flexibility to meet the condition, either through land or payment of a fee in lieu. Payment of a fee in lieu is an option being requested by the applicant; it is not required by the City. The proposed fee in lieu payment amount must be deemed reasonable and accepted by the City for the applicant to exercise this option.

Original condition wording in staff report:

- D. FEE IN LIEU OF PARK/OPEN SPACE: Prior to City plat approval, applicant shall pay City of Aumsville a fee in lieu of park dedication an amount proportionate to the value of the open space that would otherwise be required under ADO 20.05 'Public Use Areas and Parks.' The dedication is described in sub (A)(1) as: "For a residential land division... where the site is 2.0 gross acres or larger, the developer shall designate an area of not less than 7% of the [gross] site as a public park, open space, or greenway."

Recommended REVISED wording:

- D. FEE IN LIEU OF PARK/OPEN SPACE: Prior to City plat approval, applicant shall demonstrate compliance with ADO 20.05 'Public Use Areas and Parks,' either through the dedication/designation land, or payment of a fee in lieu. Pursuant to ADO 20.05(A)(1) "For a residential land division... where the site is 2.0 gross acres or larger, the developer shall designate an area of not less than 7% of the [gross] site as a public park, open space, or greenway." A fee in lieu of park dedication shall be proportionate to the value of the open space that would otherwise be required. The fee in lieu amount shall be reviewed and approved by the City Administrator, and documented in a fee in lieu agreement, to be recorded prior to platting.**

# AUMSVILLE PLANNING COMMISSION

## STAFF REPORT

**HEARING DATE:** October 05, 2023

**FILE NUMBER:** Subdivision #2023-05 SUB Youmans Clover Street Subdivision

**OWNER:** Thomas Youmans, Aumsville, OR

**APPLICANT:** Udell Engineering and Land Surveying, LLC. Lebanon, OR

**PROPOSAL:** Application to subdivide five properties totaling approximately 3.96 acres into 15 residential lots, plus storm water tract, with public street improvements to Clover Street. This subdivision involves the replat of Lots 5 and 6 of Shamrock Estates. The average lot size as proposed is 9,196 SF. Three of the four existing single-family houses will remain. Eleven lots are shown as duplex lots, and one lot is shown as a four-plex. As proposed, the subdivision would develop 26 new housing units (29 total). No structures are reviewed with this subdivision application.

**LOCATION:**

ADDRESS	TAX LOT	SIZE
222 Clover Street	082W25DA00200	30,056 SF
N/A	082W25DA00100	81,022 SF
575 N 1 <sup>st</sup> Street	082W25DA06600	27,007 SF
381 Shamrock Street	082W25DA08300	16,633 SF
377 Shamrock Street	082W25DA08400	17,936 SF

**ZONE:** RM – Residential Multi-Family

**CRITERIA:** Aumsville Development Code, Sections: 6.00 RM Residential Multi-Family, 18.00 Off-Street Parking & Loading, 20.00 Land Divisions, 20.21 Subdivision Requirements, 20.30 Replatting, 20.34 Design Standards, 22.00 Supplementary Zone Regulations.

**PROCEDURE:** A subdivision is a Type III Action with public hearings before the Planning Commission and City Council. The Planning Commission makes a recommendation to the City Council, which makes the final decision. Notice of any public hearings must be posted on the subject property at least 10 days prior, and written notice shall be mailed to owners of property within 100’ of the subject property. Where a multiple hearing application is scheduled, only a 10-day written notice shall be required.

**EXHIBITS:**

- A. RFC Review Comments from City Departments and Partners
- B. Full Subdivision Application Package

# I. BACKGROUND

## A. APPLICATION TIMELINE

The applicant property owner participated in a Pre-Application conference with City staff and partner agencies in January of 2023. The initial subdivision application was submitted to City of Aumsville on May 17, 2023. A revised subdivision plan was submitted on June 2, 2023. The application was deemed incomplete in a letter to the applicant dated June 16, 2023. A revised application package was submitted on July 13, 2023. That package was deemed complete upon receipt, and staff requested the applicant to confirm a September hearing date. The property owner was planning to be out of town for the month of September, and requested an October hearing date. Staff agreed to the October date, as the property owner indicated that he was willing to sign a time extension waiver to the 120-day local decision deadline. The Planning Commission hearing is scheduled for October 10<sup>th</sup>, and the City Council hearing is scheduled for October 23<sup>rd</sup>. Using July 13<sup>th</sup> as the complete date, the 120-day deadline for a local decision is November 10, 2023.

## B. VICINITY MAP



C. AERIAL OF EXISTING CONDITIONS (Source: Marion County GIS, 2023)



**D. PROPOSED SUBDIVISION & REPLAT (Provided by the applicant. Cropped to zoom)**



## II. AUMSVILLE DEVELOPMENT ORDINANCE (ADO) REVIEW CRITERIA

### **SECTION 6.00 RM RESIDENTIAL MULTI-FAMILY**

*6.01 Uses Permitted Outright:*

*(A) Single-family dwelling;*

*(B) Accessory Dwelling Unit (one per detached single-family dwelling), subject to the provisions in Section 22;*

*(C) Duplexes; triplexes;*

*(D) Apartments; ...*

**FINDINGS:** The proposed subdivision will create 15 lots for future residential development. Three of the four existing single-family dwellings are proposed to remain. Lot 11 shows a potential four-plex. And all other lots are shown with potential duplexes. No specific structures are reviewed for development permits at this time. The list above shows uses allowed outright in the RM zone. Pursuant to ADO 21.03, residential structures of more than three units shall be subject to Site Development Review. This standard is met.

### **SECTION 20.00 LAND DIVISIONS**

#### **20.21 Subdivision Requirements**

*20.22 Subdivision: A subdivision is the creation of four or more lots from one parent lot or parcel within a calendar year. It is recommended that the applicant confer with the City regarding application requirements.*

**FINDINGS:** This application package includes both a Replat and a Subdivision request. Specifically, the applicant proposes to replat Lots 5 and 6 of the Shamrock Estates into four lots labeled Lots # 12-15. The full subdivision package proposes a total of original 5 parent parcels to be subdivided into 15 residential lots plus a stormwater tract and full public street right-of-way dedication. Prior to deeming complete, staff confirmed with the Marion County Surveyor's office that both the replat and subdivision could be reviewed/approved/recorded concurrently. This standard is met.

*20.26 Decision Criteria: Approval of a subdivision application requires compliance with the following criteria:*

*(A) The overall dwelling density shall be consistent with policies contained in the Comprehensive Plan.*

**FINDINGS:** The subject properties are designated "Residential Multi-Family" on the adopted Zone Map, with a consistent designation on the Comprehensive Plan Land Use Designation Map. ADO Section 6.00 states "It is the intent of the RM – Residential Multi-Family zone to provide for more concentrated and diverse living arrangements."

The Aumsville Comprehensive Plan used projected residential density of 9 units/gross acre (12 units/acre net, assuming 25% for public street rights-of-way) for High Density Residential lands,

but documented that the actual density developed between 1986 – 1996 was closer to 7.96 units/gross acre for the Multi-Family Zone. Included within the adopted Aumsville Comprehensive Plan are the following policies: “The City shall allow for the use of new land development techniques to encourage a variety of living areas and housing types in all residential districts.” And “The City shall encourage development of housing which meets the needs of all income groups of existing and future residents.”

The Aumsville Comprehensive Plan policies are executed through the adopted Aumsville Development Ordinance. There is no specific minimum-to-maximum density range included in the RM zone standards of the ADO. Overall density of this development is therefore determined in part by minimum lot size of the RM Zone and the market.

Submitted plan sets for this subdivision show three existing single-family homes to remain on Lots 3, 13, and 14. Lot 11 is shown to have a potential four-plex. And all other new lots created by this subdivision are shown to have duplexes. As drafted, this subdivision would result in a total of 29 units (26 new) on nearly 4 acres. This is a density of roughly 7.3 units per gross acre, which is consistent with densities previously documented in the Comprehensive Plan Urbanization chapter. The proposed subdivision complies with the minimum lot size of the RM Zone. This standard is met as adopted by the current ADO.

Note: To achieve the stated policies and projected densities contained in the Comprehensive Plan, the City may consider revising the ADO to adopt minimum density standard. At this time the minimum lot size for the RM-Multi Family Zone is larger than the RS Single-Family Zone, which is somewhat unusual.

*(B) Each lot shall satisfy the dimension standards of the applicable zoning district, with the exception of the following:*

- 1. The applicant may submit a variance as a part of the subdivision request to modify dimension requirements.*
- 2. For subdivisions exceeding 10 lots, up to 20% of the lots may be reduced in area by a maximum of 10%, provided, the average lot size for the entire subdivision meets or exceeds the minimum lot size required in the underlying zone.*

**FINDINGS:** Dimensional standards for the RM Zone are found in ADO 6.00. Pursuant to 6.04 ‘Minimum Lot Area,’ the minimum lot size is 8,000 SF for single-family and duplex homes, plus an additional 1,000 SF for each additional dwelling unit over two. All lots proposed with this subdivision exceed the 8,000 SF minimum lot size. The application narrative states that the average lot size is 9,196 SF. Lot 11 proposed for a four-plex exceeds the minimum 10,000 SF. This standard is met as submitted.

ADO 6.05 ‘Minimum Lot Width’ requires a minimum lot width of 80 feet for all properties other than attached units. All proposed lots meet the 80 ft minimum. This standard is met.

ADO 6.07 ‘Minimum Yard Requirements’ addresses building setbacks. These standards apply to the three existing houses proposed to be retained on Lots 3, 13, and 14 along boundaries where the proposed subdivision would alter existing setbacks. In the RM Zone, minimum setbacks are front 20 ft, side 1-story 5 ft or 2-story 7 feet, and rear 10 ft. All setbacks are met as



submitted.

ADO 6.09 'Parking' requires a minimum of two paved off-street parking spaces for each dwelling unit. While no specific structures are reviewed at this time, the submitted plan set includes curb cuts and driveways which demonstrate that it will be feasible to satisfy this standard for the duplex and multi-family structures shown. Off-street parking provision shall be reviewed again at the time of building permit and/or future Site Development Review application, where applicable. This standard can be met through compliance with the corresponding condition of approval.

*(C) Adequate public facilities including sewer, water, transportation, parks, and telecommunications shall be available to serve the newly created lots and transportation shall be coordinated with the school district. The subdivision shall comply with applicable requirements of Section 22.*

FINDINGS: The land use application package was reviewed by the Aumsville Public Works Department and Contract City Engineer. Their comments were consolidated in an attached letter from Engineer Steve Ward, attached in Exhibit A. Specific comments and standards are addressed in greater detail below. This standard can be met through compliance with the corresponding conditions of approval.

*(D) The subdivision shall comply with the applicable design criteria in Section 20.*

FINDINGS: Specific design criteria found in ADO Section 20 are addressed below. The subdivision is shown to meet or can feasibly meet through the applicant's compliance with the corresponding conditions of approval, the applicable standards.

*(E) The application complies with the city's adopted public works design standards for any public improvement required by the development. For example, where streets are required, the application shall comply with Division 2, Streets; for storm water improvements, the application shall comply with Division 3, Stormwater Management.*

FINDINGS: The land use application package was reviewed by the Aumsville Public Works Department and Contract City Engineer. Their comments were consolidated in an attached letter from Engineer Steve Ward, attached in Exhibit A. Specific comments and standards are addressed in greater detail below. This standard can be met through compliance with the corresponding conditions of approval.

*(F) The application complies with the most recent version of the Oregon Fire Code, including Appendix C and Appendix D.*

FINDINGS: The submittal narrative contains detailed responses to the Oregon Fire Code, in addition to the fire details on plan set sheet C1.5. The land use application package was reviewed by the Aumsville Fire Department for comments. The types of applicable standards included in the Oregon Fire Code include fire access street width, corner turning radius, apparatus turnarounds, hydrant spacing, etc. The submitted subdivision plan set shows a turning radius labeled as R28' inside and R48' outside, and the 20-foot wide path of travel is

shown in the Clover Street public right-of-way. Because Clover Street does not yet connect to the north, this subdivision causes a dead-end. To address this constraint, the applicant has shown an apparatus turnaround on Lot 7. This turnaround is proposed to be protected in an easement. No development, parking, or driveway may be permitted within the turnaround easement on Lot 7 until Clover Street is connected north to Del Mar, or an alternate turnaround is developed with prior City approval. Final Fire Department review approval is required prior to final civil plan set approval. Oregon Fire Code standards can be met through compliance with the recommended conditions of approval.

### **20.30 Replatting**

#### *20.31 General Provisions:*

*(A) Replatting. Replatting is the act of platting the lots, parcels, or easements in a recorded subdivision or partition plat to either reconfigure the existing subdivision or partition; or, increase or decrease the number of lots within a subdivision.*

*(B) Applicability. Replats shall only apply to recorded partition or subdivision plats.*

*(C) Partial Replatting. A replatting request may apply to the entire partition or subdivision, or, to only a portion of a partitioning or subdivision.*

*(D) Authority. The Commission shall have the authority to review and approve proposed replats of a recorded plat.*

*(E) Utilities.*

*1. Replats may be used to realign, reduce, or omit utility easements.*

*2. Affected utility companies or public agencies shall be notified of a replat request affecting utility easements. Notification shall be consistent with notice requirements provided to adjacent property owners. Any utility company or public agency that desires to maintain an easement subject to vacation must notify the City in writing within 14 days of the mailing of the notice.*

*(F) Effect of Replat.*

*1. Replats shall not act to vacate any recorded covenants or restrictions.*

*2. Replats shall not prevent the vacation actions permitted in ORS Chapters 271 or 368.*

*3. Replats shall not serve to vacate any public street or road.*

**FINDINGS:** This subdivision application includes a replat of Lots 5 and 6 of Shamrock Estates. Shamrock Estates is a recorded subdivision. This constitutes a partial replat. This subdivision does not propose to vacate any easements, covenants, or public streets. This section is satisfied.

### **20.34 Design Standards**

#### *20.35 Design Standards for Lot and Block:*

*(A) Development shall provide for the continuation or projection of existing public streets in surrounding areas or conform with the plan for the neighborhood or any development plan adopted by the Commission.*

**FINDINGS:** The proposed subdivision shows the continuation of the existing Clover Street right-of-way to the east, and then curving to the north, anticipating a future connection to Del Mar Drive. The timeline for that future connection is unknown, as the connecting property is under different ownership. Clover Street is not proposed to extend east to N 1<sup>st</sup> Street due to the presence of an existing railroad track. This standard is satisfied to the greatest extent possible.

*(B) Lot arrangement shall be such that there will be no foreseeable difficulties, for reason of topography or other conditions, in securing building permits to build on all lots in compliance with the requirements of this ordinance with the exception of lots designed for open space.*

**FINDINGS:** The submitted plan set shows topography on the subject properties. There is no significant topography on site. There are no foreseeable difficulties with the proposed lot arrangement.

*(C) Lot dimensions shall comply with the minimum standards of this ordinance. When lots are more than double the minimum area designated by the district, the approval authority shall require that such lots be arranged so as to allow further subdivision and the opening of future streets where it would be necessary to serve such potential lots.*

**FINDINGS:** As previously addressed, the proposed 15 lots meet the dimensional standards of the RM Zone, including minimum lot size and lot width. This standard is met.

*(D) Double frontage lots shall be avoided except where necessary to provide separation of residential developments from streets of collector and arterial street status or to overcome specific disadvantages of topography and/or orientation. When driveway access from arterials is necessary for several adjoining lots, the Commission shall require that such lots be served by a combined access driveway in order to limit possible traffic hazards on such streets. The driveway should be designed and arranged so as to avoid requiring vehicles to back into traffic on arterials.*

**FINDINGS:** There are no double-frontage lots, also referred to as through-lots, proposed with this subdivision application. Lot 2 is a corner lot, with frontage on two sections of Clover street's interior curve. As proposed, the driveway appears to meet access spacing standards from the corner. This shall be confirmed again prior to building permit.

*(E) The side property lines of a lot shall, as far as practical, run at right angles to the street upon which it faces, except that on a curved street the side property line shall be radial to the curve.*

**FINDINGS:** The side lot lines generally run at right angles to the street upon which they face. This standard is met.

*(F) Blocks shall not exceed 600 feet between street lines unless the adjacent layout or special conditions justify greater length. Except where topography or other physical features make it otherwise, block widths shall not be less than 200 feet or more than 400 feet.*

**FINDINGS:** This standard is met as submitted.

*(G) Cul-de-sacs shall be as short as possible and shall have a maximum length of 400 feet. In any residential division, no more than 5 lots shall have access on a cul-de-sac bulb except that additional lots may be permitted where one additional off-street parking space is created for each lot which has access on the bulb. The minimum frontage of a lot on*

*a cul-de-sac shall be 20 feet as measured perpendicular to the radius. Cul-de-sacs and dead-end streets shall have turn-arounds with a radius of not less than 45 feet to the curb line.*

**FINDINGS:** No cul-de-sac bulb is proposed with this subdivision. The dead-end of Clover Street is aligned for extension to the north upon future development of abutting property under different ownership. A turn-around within an easement on Lot 7 is provided for all vehicles to use until a connection is made to Del Mar Drive in the north. The radius of the turn around is 28 feet inside and 48 feet on the outside. This standard is met.

*(H) Lots are required to have frontage on a public right-of-way. A private access easement does not fulfill this requirement.*

**FINDINGS:** All proposed lots are shown with direct access on Clover Street, with the exception of Lots 13 and 14 with existing homes already taking access from Shamrock Street. Tract A Stormwater facility does not have direct access on the street, however, this would be a permanent stormwater facility, and would not be a developable lot. Access to this tract and the multi-use path is shown as an easement across Lot 11. This standard is met.

*20.36 Public Improvements, General Provisions: The standard specifications for construction, reconstruction, or repair of streets, bikeways, sidewalks, streetlights, curbs, gutters, and other public improvements within the city area as approved in the city's Public Works Design and Construction Standards. Unless otherwise provided in the particular specifications for work authorized, public facility work shall be according to the Public Works Design and Construction Standards. The city engineer may make changes or supplements to the Public Works Design and Construction Standards consistent with the application of engineering principles to the conditions in the city. The city engineer shall incorporate amended or new specifications in the Public Works Design and Construction Standards. In the event of discrepancies between these provisions and the Public Works Design and Construction Standards, the Public Works Design and Construction Standards shall apply.*

**FINDINGS:** Compliance with ADO 20.36 is included as a standard condition of approval. Compliance with the adopted PWDS shall be reviewed by staff prior to civil plan set approval, prior to final platting, and prior to building permit, where applicable.

**20.37 Streets:**

*(A) General Provisions.*

- 1. No land use approval or building permit shall be issued unless the development has an approved irrevocable access to a public street. Streets, sidewalks, and bikeways within a development shall be improved in accordance with this ordinance. Any new street or additional street width planned as a portion of an approved street plan shall be dedicated and improved in accordance with this ordinance.*
- 2. Streets shall be created through the approval of a subdivision plat or partition; however, Council may approve the creation of a street by acceptance of a deed provided that such street is deemed essential by Council for the purpose of general traffic circulation. Such conditions as are deemed desirable and which are not at variance with the objectives of ordinance, may be required by Council prior to the approval of the creation of any street.*
- 3. Development proposals shall provide for the continuation of all streets, bikeways, and*

*pedestrian facilities within the development and to existing and planned streets, bikeways, and pedestrian facilities outside the development.*

**FINDINGS:** The submitted preliminary plat shows the dedication of a 60-foot wide Clover Street right-of-way to continue the existing section of Clover Street. The new section of Clover Street will be improved with sidewalks on both sides. A proposed multi-use path is shown in an easement across Lot 11 and Tract A, dead-ending on private property at the southern property line of the stormwater basin without a connection to any other pedestrian facility. It is recommended that the proposed pedestrian path make a functional connection to another nearby pedestrian facility outside of this development, specifically N 1<sup>st</sup> Street. To do this, the applicant will either need to reroute the pedestrian connection, reconfigure the stormwater basin, and/or secure a permanent easement (or lot line adjustment) from the property to the south TL 6700, which is currently also in common ownership. The paved pathway should extend from Tract A to N 1<sup>st</sup> Street. This is included as a recommended condition of approval.

*(B) Location, Width. The location, width, and grade of all streets shall conform to the TSP and shall be considered in their relation to existing and planned streets, to bikeways and pedestrian facilities, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets. The Aumsville TSP shall take preference over any other approved street plan. Street grades shall be approved by the city engineer who shall give consideration to adequate drainage and traffic safety. Where location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:*

- 1. Provide for the continuation or appropriate projection of existing principal streets in the surrounding areas; or*
- 2. Conform to a plan for the neighborhood approved or adopted by the Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical or where no plan has been previously adopted. In determining the location of new streets in a development or street plan, consideration shall be given to maximizing available solar access for adjoining development sites. Unless otherwise indicated on an approved street plan, the street right-of-way, sidewalk, bikeway, and roadway widths shall not be less than the minimum width in feet shown in the following table. Where a range is indicated, the width shall be determined by the City.*

Type of Street	Minimum Right-of-Way Width	Minimum Roadway Width	Sidewalk Width	Bike lane Width
Arterials <sup>1</sup>	60-104 feet	40-84 feet	5 feet	6 feet
Collectors	60-94 feet	40-74 feet	5 feet	6 feet <sup>2</sup>
Local <sup>3</sup>	60 feet	40 feet	5 feet	
Cul-de-sac	50 feet	40 feet	5 feet	
Cul-de-sac bulb	60 foot radius	45 foot radius	5 feet	

<sup>1</sup> Or consistent with county standards.

<sup>2</sup> As determined by the City Engineer.

<sup>3</sup> Curb extensions will be provided at intersections of local streets subject to approval of the City

*(C) Street Extensions. Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary lines of the tract to be developed. A barricade shall be constructed at the end of the street by the property owners,*

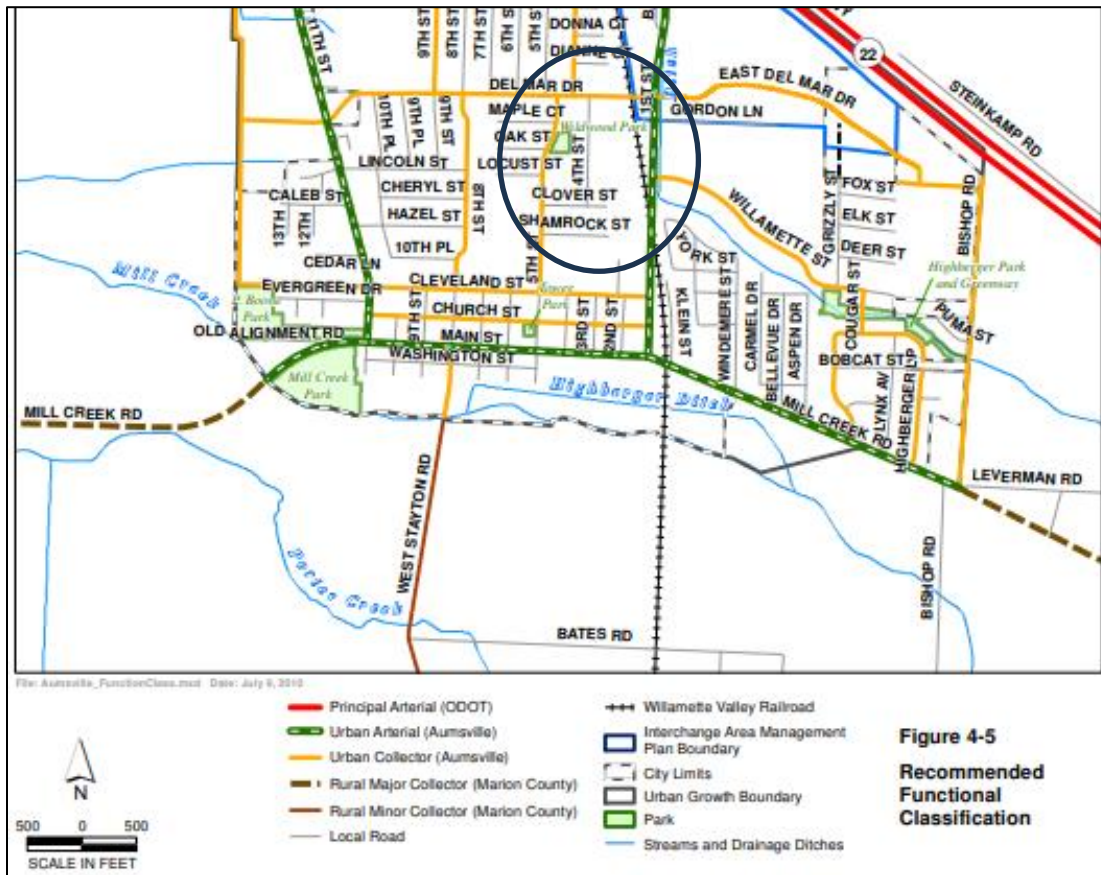
*the cost of which shall be included in the street construction cost; and it shall not be removed by any party until authorized by the City.*

*(D) Alignment. As far as practical, streets shall be dedicated and constructed in alignment with existing streets by continuing the centerlines thereof. In no case shall the staggering of streets making "T" intersections be designed such that jogs of less than 200 feet on such streets are created, as measured from the center line of such street.*

*(E) Intersections. Streets shall be laid out so as to intersect as nearly as possible at right angles. Proposed intersections of two streets at an acute angle of less than 80 degrees is not acceptable. An oblique street should be curved approaching an intersection to provide at least 100 feet of street at right angles with the intersection. Not more than 2 streets shall intersect at anyone point.*

**FINDINGS:** The proposed alignment of Clover Street is consistent with the facility's current east-west alignment. The northward turn enables a north-south connection to Del Mar Drive, paralleling 4<sup>th</sup> and 5<sup>th</sup> Streets, with similar block spacing to that platted between 4<sup>th</sup>-9<sup>th</sup> Streets to the north. Clover Street would not continue north of Del Mar due to existing development, so opposing intersection alignment is not a concern in that regard. The existing railroad corridor to the east will provide a constraint as to the exact alignment, to be determined upon future development of TL 15400 and 15300. It is feasible that the intersection will satisfy the intersection angle requirement in subsection (E) above.

Clover Street is shown as a 'local street' classification in the adopted 2010 Aumsville Transportation System Plan (TSP), shown in the cropped map below. When ultimately connected to the north, Clover Street will provide access to 'urban collectors' 5<sup>th</sup> Street to the west and Del Mar Drive to the north. North 1<sup>st</sup> Street is an abutting 'arterial' however, it is separated from this subdivision by the railroad tracks. No vehicular connection to 1<sup>st</sup> Street is proposed, but non-motorized access for bicycles and pedestrians appears to be feasible. Local streets are shown as having a 40-foot wide curb to curb width with 5-foot sidewalks on both sides, within a 60-foot wide right-of-way. No bike lanes are provided on local streets. As submitted, Clover Street meets these standards.



(F) Dead-end streets longer than 400 feet may be approved by the Commission if no other feasible means is available for development of the property and special provisions are made for public facilities, pedestrian and bicycle circulation, and emergency service access. The use of cul-de-sacs and other dead-end streets shall be discouraged and shall only be approved upon a showing by the applicant of unusual or unique circumstances justifying the use of such a street.

1. In cases where cul-de-sacs are determined to be justified they shall only be permitted subject to the following conditions:

(a) There shall be no cul-de-sacs more than 400 feet in length.

(b) All cul-de-sacs shall terminate with circular turnarounds, except where the Commission finds that a "pear" or "hammerhead" turnaround is more appropriate given topography, natural or built features, and expected use.

(c) An accessway shall be provided consistent with the standards for accessways, as determined by the Commission to be necessary to ensure safe, efficient, and convenient multi-modal access.

2. For purposes of this section:

(a) "Unusual or unique circumstances" exist when one of the following conditions prevent a required street connection:

1. Excess slope (8% or more);

2. Presence of a wetland or other body of water; or

3. Existing development on adjacent property prevents a street connection.

(b) "Accessway" means a walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or

*transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner which provides convenient access for pedestrians.*

**FINDINGS:** With this subdivision application, Clover Street is only temporarily a dead end until unimproved property to the north is developed. The Clover Street right-of-way alignment is located with the intention of street extension. Turnaround and barricade requirements are addressed elsewhere in this report. This standard is met.

*(G) Partial Streets. A partial width street, while generally not acceptable, may be approved where reasonably essential to the development when in conformity with the other requirements of these standards and when it will be practical to require the dedication of the other portion when the adjoining property is developed. Whenever a partial street is adjacent to a tract to be developed, the other portion of the street shall be provided within such tract. Reserve strips may be required to preserve the objectives of partial width streets.*

**FINDINGS:** No partial streets are proposed.

*(H) Existing Streets. Full street improvements to all existing streets adjacent to, within or necessary to serve the development shall be required at the time of partitioning or subdivision unless the developer demonstrates to the satisfaction of the city engineer that the condition and sections of the existing streets meet all city standards and are in satisfactory condition to handle projected traffic loads. The City may allow the developer to record an approved "Waiver of Rights to Remonstrance for Streets and Public Utility Improvements" in lieu of full street improvements where the following criteria are met:*

- 1. The development is a partition; and*
- 2. The existing street to be improved is more than 500 feet from any street or segment with full or 3/4 street improvements; and*
- 3. The existing roadway condition and sections are adequate to handle existing and projected traffic loads; and*
- 4. Existing public utilities (water, sanitary sewer, and storm sewer) located within the existing roadway are adequate, or can be improved without damaging the existing roadway surface.*

*(I) 3/4 Street Improvements. 3/4 streets, while generally not acceptable, may be approved in lieu of full street improvements where essential to the reasonable development of an area and when the City finds it to be practical to require the completion of the other 1/4 street improvement when the adjoining property is developed. 3/4 street improvements shall not be allowed unless the following criteria are met:*

- 1. The adjoining land abutting the opposite side of the street is undeveloped; and*
- 2. The adjoining land abutting the opposite side of the street is within city limits and the urban growth boundary; and*
- 3. The proposed street improvement will encompass the entire paved surface of the existing street.*



**FINDINGS:** Full street improvements with public utilities water, sewer, and storm are proposed. This standard is met.

*(J) Slope and Curves. Slope shall not exceed 6 percent on arterials, 10 percent on collector streets, or 12 percent on other streets. Center line radii of curves shall not be less than 300 feet on major arterials, 200 feet on secondary arterials, or 100 feet on other streets, and shall be to an even 10 feet. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, the Commission may accept steeper grades and sharper curves. In flat areas, allowance shall be made for finished street grades having a minimum slope, preferably, of at least 0.5 percent.*

**FINDINGS:** There are no concerns with grades, as the subject property has generally flat topography. The center line of the curve is shown to be less than 100 feet. The ADO grants the Commission/Council the authority to accept sharper curves when impractical to meet the standard. In this case, avoidance of the railroad is a priority. The proposed sharp corner angle allows Clover Street to continue the intersection spacing of parallel roads 4<sup>th</sup> and 5<sup>th</sup> Streets, while providing developable depth lots on either side of the street, with the constraint of the railroad corridor to the east. The City Engineer did not express concerns about the proposed alignment. This standard is satisfied.

*(K) Railroad Right-of-Way and Intersections.*

- 1. Whenever a proposed development contains or is adjacent to a railroad right-of-way, provisions may be required for a street approximately parallel to and on each side of the railroad right-of-way at a distance suitable for the appropriate use of the land between each street and the railroad. The distance shall be determined with due consideration at each cross street of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way in non-industrial areas.*
- 2. Where an adjacent development results in a need to install or improve a railroad crossing, the cost for such improvements may be a condition of development approval or other equitable means of cost distribution shall be determined by Council.*

**FINDINGS:** ODOT Rail staff reviewed the proposed subdivision and expressed no concerns, as no rail crossing was proposed. They did recommend consulting with the railroad itself. Those comments are forthcoming. This standard is met.

*(L) Arterial Access. Where a development abuts or contains an existing or proposed arterial street, the development design shall provide adequate protection for residential properties and shall separate residential access and through traffic, or if separation is not feasible, the design shall minimize the traffic conflicts. The design requirements may include any of the following:*

- 1. A parallel access street along the arterial.*
- 2. Lots of suitable depth abutting the arterial to provide adequate buffering with frontage along another street.*
- 3. Screen planting at the rear or side property line to be contained in a non-access reservation along the arterial.*
- 4. Other treatment suitable to meet the objectives of this subsection.*

FINDINGS: North 1<sup>st</sup> Street is an abutting 'arterial' classification. It is separated from this development by the railroad corridor. No direct vehicular access is proposed from Clover Street to N 1<sup>st</sup> Street. Pedestrian and bicycle access on a multi-use path to 1<sup>st</sup> Street is included as a recommended condition of approval. This standard is met.

*(M) Private Streets...*

*(N) Traffic Signals...*

FINDINGS: No private streets or traffic signals are proposed or required.

*(O) Street Names. Except for extensions of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city and shall be subject to the approval of the city administrator.*

*(P) Street Signs. The City shall install all street signs, relative to traffic control and street names, as specified by the city engineer for any development. The cost of signs and installation shall be included in the project costs, and the City shall be reimbursed for all materials and labor.*

FINDINGS: These standards for street names and street signs are included as standard conditions of approval.

*(Q) Bikeways. If appropriate to the extension of a system of bikeways, existing or planned, the Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths. Where possible, bikeways should be separated from other modes of travel including pedestrians. Minimum width for bikeways shall be 6 feet per travel lane.*

FINDINGS: Pursuant to the ADO table above, no bike lanes are required on local streets.

*(R) Sidewalks. Except where exempted by Council, sidewalks shall be constructed, replaced, or repaired to city standards and shall be located as follows:*

- 1. On both sides of all city streets to be built at the time of street construction;*
- 2. On both sides of all previously constructed streets, and in pedestrian easements and rights-of-way and are to be constructed along all portions of the property designated for pedestrian access ways in conjunction with any development of the property. Curbs and sidewalks shall be required for all streets, public or private, access easements, driveways, and other ways used for vehicular travel, which are 24 feet wide or wider.*
- 3. On one side of any industrial street to be constructed at the time of street construction or after determination of curb cut locations if rolled curbing is not used.*
- 4. The City may require a planter strip separation of at least 5 feet between curb and sidewalk in the design of any arterial or collector street where parking is prohibited adjacent to the curb, except where the following conditions exist: inadequate right-of-way, curb side sidewalks already exist on predominant portions of the street; and, conflict with utilities.*
- 5. Sidewalks adjacent to all streets shall be 5 feet in width. Width of sidewalks shall be measured from the back of the curb.*

6. Maintenance of sidewalks and pedestrian walks, curbs, and planter strips shall be the continuing obligation of the adjacent property owner.
7. Accessways shall be installed when required for cul-de-sac or dead-end streets.
8. The Public Works Director shall inspect the construction of sidewalks for compliance with the provisions of this ordinance and the Public Works Design and Construction Standards.

**FINDINGS:** Five-foot wide sidewalks are proposed on both sides of Clover Street. This standard is met as submitted. An accessway to N 1<sup>st</sup> Street is recommended.

**20.38 Utilities:**

*(A) Undergrounding. Except as otherwise provided, all utility lines, cables, or wires, including but not limited to those used for electricity, communication, street lighting, and cable television, constructed upon or within land subdivided or prepared for development after the effective date of this ordinance, shall be required to be placed underground. The intent of the City is that no poles, towers, or other structures associated with utility facilities shall be permitted on any street or lot within a subdivision. Overhead facilities shall be permitted for the following in which case the above provisions shall not apply:*

1. Emergency installations of electric transmission lines or to through feeders operating at distribution voltages which act as a main source of supply to primary laterals and to direct connected distribution transformers and primary loads. Should it be necessary to increase the capacity of major power transmission facilities for service to the area, such new or revised installations shall be made only on rights-of-way or easements on which existing overhead facilities exist at the time of such capacity increase.
2. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes, meter cabinets, telephone cable closures, connection boxes, and the like.
3. Structures without overhead wires, used exclusively for fire alarm boxes, streetlights, or municipal equipment installed under the supervision and with the approval of the city engineer.
4. Power substations, pumping plan, and similar facilities necessary for transmission or distribution of utility services shall be permitted subject to compliance with all zoning regulations and other applicable land use regulations. Plans showing landscaping and screening shall be approved by the Commission for all such facilities prior to any construction being started.
5. Television antennas.
6. Industrial developments except for those utility lines, cables, and/or wires providing service to an individual lot. Such lines must be placed underground from the nearest power pole to the facility ultimately being operated on the individual lot. Certain industries requiring exceptionally large power supplies may request direct overhead power as a condition of approval. Underground utilities may be required in industrial park developments and planned developments in industrial districts.

*(B) Future Installations. The owner or contract purchaser of subdivided real property within a subdivision shall provide in the instrument conveying such interest, a covenant not to erect or allow to be erected upon the property conveyed, any overhead utility facilities, except such facilities as are exempt from underground installation. Such covenant shall require grantees to install, maintain, and use underground electric, telephone, cable television, or*

*other utility services used or to be used to serve the premises. A copy of the covenant shall be submitted with the final plat.*

*(C) Easements. A property owner proposing a development shall make arrangements with the City and each utility franchise for the provision and dedication of utility easements necessary to provide full service to the development. The standard width for public utility easements adjacent to street right-of-way shall be 7 feet. The minimum width for all other public utility easements shall be 20 feet unless otherwise specified by the utility company or city engineer. Where feasible, utility easements shall be centered on a corner lot.*

**FINDINGS:** Undergrounding is included as a standard condition of approval. A frontage PUE of 7 feet in width across the frontage of all new lots is recommended as a standard condition of approval.

### **20.39 Sanitary Sewers:**

#### *(A) General Provisions.*

- 1. Sanitary sewers shall be installed to serve each new development to existing mains.*
- 2. The city engineer shall approve all sanitary sewer plans and proposed systems prior to issuance of development permits involving sewer service.*
- 3. Proposed sewer systems shall include consideration of additional development within the area as projected by the Comprehensive Plan.*
- 4. Proposed developments shall make provisions for any right-of-way, easement, trunk line, or pumping station specifically designed in an approved master sewerage plan or capital improvements plan. The cost for such provisions shall be assessed as specified in the master sewerage plan or capital improvements plan.*
- 5. Development permits may be restricted by the Administrative Official where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health and safety, surcharging of existing mains, or violations of state or federal standards pertaining to operations of the sewage treatment system.*

**FINDINGS:** The City Engineer reviewed the land use submittal and provided comments on sewer. Steve Ward states “Sanitary sewer is available via an existing 8” sanitary sewer in Clover Street. An 8-inch main shall be extended with the project to the end of the new street. A single 4-inch sewer service is allowed to serve each duplex....” Full comments are attached in Exhibit A. This standard may be met through the applicant’s compliance with the recommended conditions of approval.

### **20.40 Storm Drainage:**

*(A) General Provisions. The Administrative Official shall issue a development permit only where adequate provisions for storm and flood water run-off have been made as determined by the city engineer. The stormwater drainage system shall be separate and independent of any sanitary sewerage system. Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street. Surface water drainage patterns shall be shown on every development proposal plan.*

*(B) Easements. Where a subdivision is traversed by a water course, drainageway, channel, or stream, there shall be provided a stormwater easement or drainage right-of-way*

*conforming substantially with the lines of such water course and such further width as will be adequate for conveyance and maintenance. Streets or parkways parallel to watercourses may be required.*

*(C) Accommodation of Upstream Drainage. A culvert or other drainage facility shall, and in each case be large enough to, accommodate potential run-off from its entire upstream drainage area, whether inside or outside of the development. The city engineer shall determine the necessary size of the facility, based on the provisions of the construction standards and specifications and assuming conditions of maximum potential watershed development permitted by the Comprehensive Plan.*

*(D) Effect of Downstream Drainage. Where it is anticipated by the city engineer that the additional run-off resulting from the development will overload an existing drainage facility, the Commission shall withhold approval of the development until provisions have been made for improvement of said potential condition.*

*(E) Drainage Management Practices. In the absence of a drainage basin master plan, a development may be required to employ drainage management practices approved by the city engineer which would minimize the amount and rate of surface water run-off into receiving streams. Drainage management practices may include, but are not limited to:*

- 1. Temporary ponding of water.*
- 2. Permanent storage basins.*
- 3. Minimization of impervious surfaces.*
- 4. Emphasizing natural water percolation and natural drain ways.*
- 5. Prevention of water flowing from the roadway in an uncontrolled fashion.*
- 6. Stabilization of natural drainageways as necessary below drainage and culvert discharge points from a distance sufficient to convey the discharge without channel erosion.*
- 7. Run-off from impervious surfaces shall be collected and transported to a natural drainageway with sufficient capacity to accept the discharge.*

**FINDINGS:** The land use application package included a Preliminary Stormwater Report, Stormwater Flow Control & Detention, revised July 2, 2023, prepared by Udell Engineering & Land Surveying, LLC. The report includes the following description of the proposed stormwater facility improvements:

“The proposed stormwater system is designed following City of Aumsville’s design standards for stormwater management of stormwater quantity. The proposed stormwater system will release developed stormwaters west into the existing City of Aumsville piped stormwater system at predevelopment rate for a 5-year storm event. The discharge rate calculated will be limited to 3.0 acres of contributing pre-development land as that is the amount of land from the site that currently discharges into the Clover Street system. The release rate will be controlled by a flow control orifice inside of a flow control manhole. Stormwater detention will be provided in an above ground off-line dry detention pond with capacity to store the volume necessary during a post-development 25-year storm event. Both the proposed release rate and detention volume meet the City of Aumsville Design Standards.”

A stormwater basin is shown in Tract A of the subdivision plan. The basin shall remain in private HOA ownership and maintenance.

The City Engineer finds the proposed stormwater detention system to be acceptable. A detailed downstream analysis is required to ensure the storm drain has adequate capacity to prevent

flooding of downstream properties. The City Engineer's full comments are attached in Exhibit A. This standard can be met through compliance with the recommended condition of approval.

**20.41 Water System:**

*Each development site shall be provided potable water; and fire hydrants and mains shall be installed as required by the fire chief.*

FINDINGS: The City Engineer reviewed the land use submittal and provided comments on sewer. Steve Ward states "Water service is available via an existing 6-inch public main at the end of Clover Street. The available fire flow is not known, which may require the line to be looped. The applicant shall complete a fire flow test on the existing water system and calculate the fire flow capacity at the end of the development. The calculations are subject to review and approval by the City Engineer. An 8-inch main shall be extended with the project to the end of the new street. If required to be looped for fire flow, the main may be looped back to 4<sup>th</sup> Street or 1<sup>st</sup> Street with an easement to City Standards. Separate 1-inch water services are allowed to serve each side of the proposed duplexes. Fire Hydrants shall be located as approved by Public Works and the Fire Department."

Compliance with the City Engineer comments and the PWDS are recommended conditions of approval. This standard can be met.

**20.42 General Provisions:**

*(A) Improvements for Partitions. The same improvements shall be installed to serve each building site of a partition as is required of a subdivision....*

*(B) Property Monumentation. Upon completion of a street improvement and prior to acceptance by the City, all property corners shall be re-established and protected.*

FINDINGS: Property monumentation is included as a standard condition of approval.

**20.43 Pedestrian/Bicycle Accessways:**

*(A) Pedestrian/bicycle accessways shall be provided as follows:*

- 1. Pedestrian/bicycle access shall be provided in cul-de-sacs to either adjacent streets or undeveloped properties, excluding cul-de-sacs under 300 feet in length.*
- 2. Pedestrian/bicycle accessways shall be provided to adjacent parks or schools when out of direction travel is more than 400 feet.*
- 3. Subdivisions shall provide a street connection at least every 600 feet or an accessway every 400 feet to adjacent or parallel streets.*

*(B) Pedestrian/Bicycle Accessway Development Standards.*

- 1. The accessway shall be a 10-foot-wide paved or concrete surface constructed within a 15-foot right-of-way.*
- 2. The accessway shall be as short as possible. The accessway shall not be more than 250 feet in length. There shall be vision clearance from one end of the accessway to the other end.*
- 3. The accessway shall be lit.*
- 4. The pedestrian and bicycle accessway shall be signed.*
- 5. The accessway shall be dedicated to the public for maintenance and security.*

6. *The accessway shall be constructed at sidewalk grade. Ramps from the street to the accessway shall be provided as required by the city engineer.*

*(C) The Commission may waive the accessway requirement under any of the following circumstances:*

- 1. Where the establishment of the accessway is contrary to public safety; or*
- 2. Where there are other available ways or absence of any need for such accessways; or*
- 3. Where limited by topography or other natural features.*

**FINDINGS:** The extension of Clover Street to the east with this subdivision application results in a span of more than 400 feet without a pedestrian connection to either Shamrock Street to the south or N 1<sup>st</sup> Street to the east. The application proposes a multi-use path to be developed in an easement across Lot 11 and Tract A, leading south. The proposed multi-use path dead-ends on the southern property line at a private property with a single-family home not included in this subdivision, but under common ownership. A recommended condition of approval requires the applicant to connect the new Clover Street subdivision to N 1<sup>st</sup> Street through an extension of the multi-use path by reconfiguring the stormwater basin in Tract A, an easement across abutting TL 6700, or a lot line adjustment with TL 6700.

#### **20.05 Public Use Areas and Parks**

*(A) Land for Public Park, Open Space, or Greenway. The provision of public spaces for parks, playgrounds, and other open space is essential for the sound and healthy development of residential areas. The City may require the dedication or reservation of such other areas or sites of a character, extent, and location suitable to the needs created by such development for parks, public utility facilities, or other public purposes.*

*1. For a residential land division (partition or subdivision) where the site is 2.0 gross acres or larger, the developer shall designate an area of not less than 7% of the site as a public park, open space, or greenway.*

...

*5. In lieu of dedicating or designating land for park or open space purposes under this section, the City may require the developer pay a fee in lieu of dedication in an amount proportionate to the value of the open space that would otherwise be required under this section...*

**FINDINGS:** The applicant has indicated that the developer intends to pay the fee in lieu of park/open space. This standard can be met through compliance with the corresponding condition of approval.

#### **22.09 Access Spacing Standards**

*(A) Access spacing standards between streets and/or driveways are:*

**Spacing Requirements for Accesses on State, County, and City Roadways**

Functional Classification	Distance <sup>(1)</sup>
Expressway (ODOT)	1,320 feet from interchange ramp termini
Arterial (County)	400 feet from any intersection with a state highway, arterial, or major collector
	300 feet from any other intersection or private access
Collector (County)	250 feet from any intersection with an arterial or state highway
	150 feet from any other intersection or private access
Collector (Aumsville)	200 feet from any intersection with an arterial or state highway
	100 feet from any other intersection or private access
Local (Aumsville)	50 feet from any other intersection or private access unless no other reasonable access is available

Notes: <sup>(1)</sup> Distances are measured from centerline to centerline of driveways and roadways

**FINDINGS:** The submitted subdivision plan has labeled the access spacing between the proposed driveways along both sides of Clover Street. As measured from centerlines, all spacing meet the standard for 50 feet between access points on a local street functional classification.

**22.11 Transportation Impacts**

*A transportation impact analysis (TIA) provides an objective assessment of the anticipated modal transportation impacts associated with a specific land use action. Throughout the development of the TIA (and beginning as early as possible), cooperation between city of Aumsville staff, the applicant, and the applicant’s traffic engineer is encouraged to provide an efficient and effective process. The city of Aumsville assumes no liability for any costs or time delays (either direct or consequential) associated with the preparation and review of a transportation impact analysis. City staff may, at its discretion, and depending on the specific situation, require additional study components in a TIA beyond what is outlined in this section or waive requirements deemed inappropriate.*

*(A) When a Transportation Impact Analysis is Required. A TIA shall be required when: 1. The development generates 25 or more peak-hour trips or 250 or more daily trips, or proposals adding traffic to or creating known or anticipated safety or neighborhood traffic concerns, or proposals that would generate a high percentage of truck traffic (more than 5% of site traffic)...*

*(B) When a Transportation Assessment Letter is Required. If a TIA is not required, the applicant’s traffic engineer shall submit a transportation assessment letter to the City indicating the proposed development or land use action is exempt. This letter shall outline the trip-generating characteristics of the proposed land use and verify that the site-access driveways or roadways meet City visual clearance requirements and roadway design standards.*

**FINDINGS:** The land use application resubmittal package included a letter from transportation engineering firm Ferguson & Associates, Inc. dated July 12, 2023. The letter provides a trip generation estimate based upon ITE standards. The letter concludes that a TIA is not required,



as captured in the image below. The assessment letter satisfies ADO 22.11 (B) provided above. No further traffic studies are required.

### TRIP GENERATION

Future trips generated by the project were forecast using the trip generation rates found in the 11<sup>th</sup> Edition of *Trip Generation* (ITE, 2021). Land Use 215 attached single-family housing was selected at the most appropriate land use category for the proposed use. The ITE trip rates are shown in Table 1.

**TABLE 1 – TRIP GENERATION RATES**

ITE Land Use & Code	Ind. variable	Trip Ends Rate		In/Out Split	
		(trips per t.s.f)		(percent)	
		PM Peak Hour	Daily	PM Peak Hour	Daily
Single Family Attached Housing 215	DU	0.57	7.20	57/43	50/50

The proposed project was forecast to generate a total of 15 new p.m. peak hour trips and 187 new daily trips, as shown in Table 2. Since this forecast is less than 25 p.m. peak hour trips and 250 daily trips, a TIA is not required by the Aumsville Development Code.

### III. SUMMARY AND RECOMMENDATION

Based on the findings contained in this report, it is concluded that the Youmans Clover Street Subdivision application complies with the applicable criteria contained in the ADO. Staff recommends APPROVAL of the subdivision and replat application, subject to the following recommended conditions of approval.

### IV. RECOMMENDED CONDITIONS OF APPROVAL

- A. LAND USE APPROVAL: Pursuant to ADO 20.04 'Expiration of Land Division Approval, Time Extension, and Phasing,' a subdivision plat shall be recorded within one year of the date of issuance of an Aumsville Public Works Type B Permit, and within five years of the city land division approval Notice of Decision signature date. This deadline may be extended by the Commission for a period up to one year; provided an extension request is made at least 30 days prior to the one-year Type B Permit or five-year deadline. Only one such time extension shall be granted. Failure to comply with the required deadlines shall require the submittal of a new land division application.
- B. COMPLIANCE WITH CITY ENGINEER COMMENTS: Prior to civil plan set approval, revised plan sets shall comply with City Engineer comments attached as Exhibit A.
- C. COMPLIANCE WITH PUBLIC WORKS DESIGN STANDARDS: Pursuant to ADO 20.36 Public Improvements, General Provisions: The standard specifications for construction, reconstruction, or repair of streets, bikeways, sidewalks, streetlights, curbs, gutters, and other public improvements within the city area as approved in the city's Public Works

Design and Construction Standards. Unless otherwise provided in the particular specifications for work authorized, public facility work shall be according to the Public Works Design and Construction Standards. The city engineer may make changes or supplements to the Public Works Design and Construction Standards consistent with the application of engineering principles to the conditions in the city.

- D. FEE IN LIEU OF PARK/OPEN SPACE: Prior to City plat approval, applicant shall pay City of Aumsville a fee in lieu of park dedication an amount proportionate to the value of the open space that would otherwise be required under ADO 20.05 'Public Use Areas and Parks.' The dedication is described in sub (A)(1) as: "For a residential land division... where the site is 2.0 gross acres or larger, the developer shall designate an area of not less than 7% of the [gross] site as a public park, open space, or greenway."
- E. FIRE TURNAROUND EASEMENT: Prior to final plat approval, review plat shall demonstrate permanent apparatus turnaround easement on Lot 7, to Oregon Fire Code dimensions. No development, parking, or driveway may be permitted within the turnaround easement. 'No parking' painted curbs, striping, and/or signage may be required. Easement may be canceled once Clover Street is connected north to Del Mar Drive, or an alternate turnaround is approved by the City upon future development of the property to the north.
- F. TRACT A MAINTENANCE AGREEMENT: Tract A stormwater basin shall remain in private or HOA ownership and maintenance. Prior to final plat approval, property owner shall sign and record a maintenance agreement for the stormwater basin, authorizing the City to bill the property owner, should it fail to perform necessary maintenance tasks.
- G. MULTI-USE PATH: Prior to plat approval, plat shall show a multi-use path public access easement a minimum of 15 feet in width connecting the new Clover Street section to N 1<sup>st</sup> Street. Access may be taken across Lot 11 and Tract A and/or may be secured in a concurrent public access easement across abutting property TL 6700 to the south. A lot line adjustment to accommodate the path may be an acceptable alternative to an easement across TL 6700. Path paving shall be a minimum of 10 feet in width. Maintenance of the multi-use path shall be the ongoing responsibility of the property owner.
- H. DEAD-END BARRICADE: Pursuant to ADO 20.37(C), prior to plat approval, applicant shall install a barricade at the north end of Clover Street. The barricade shall not be removed by any party until authorized by the City.
- I. FIRE DEPARTMENT APPROVAL: Final Fire Department approval is required prior to civil plan set approval, and again prior to final plat approval.
- J. TRACT A PLANTING: Tract A shall be planted prior to final plat approval.
- K. RESIDENTIAL DESIGN STANDARDS: Residential units developed in the approved subdivision shall comply with ADO 6.10 General Requirements.

- L. MULTI-FAMILY LAND USE REVIEW: Pursuant to ADO 21.03, residential structures of more than three units shall be subject to Site Development Review.
- M. OFF-STREET PARKING: Prior to building permits, all residential unit plans shall show a minimum of two paved off-street parking spaces.
- N. ACCESS SPACING: Prior to building permit approval for any lot created by this subdivision, access spacing of 50 feet measured from centerline shall be confirmed between driveways, as well as the corner of Clover Street.
- O. CLEAR VISION AREAS & FENCES: It shall be the continuing obligation of all future property owners within this subdivision to comply with the ADO adopted clear vision area and fence standards.
- P. UNDERGROUNDING: Pursuant to ADO 20.38, all utility lines, cables, or wires, including but not limited to those used for electricity, communication, street lighting, and cable television, constructed upon or within land subdivided or prepared for development after the effective date of this ordinance, shall be required to be placed underground.
- Q. UTILITY EASEMENTS: Prior to plat approval, subdivision plat shall show frontage utility easement across all lots. The standard width for utility easements adjacent to street right-of-way shall be 7 feet. The minimum width for all other public utility easements shall be 20 feet unless otherwise specified by the utility company or city engineer.
- R. STREET NAMES. Except for extensions of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city and shall be subject to the approval of the city administrator.
- S. STREET SIGNS. The City shall install all street signs, relative to traffic control and street names, as specified by the city engineer for any development. The cost of signs and installation shall be included in the project costs, and the City shall be reimbursed for all materials and labor.
- T. PROPERTY MONUMENTATION: Upon completion of a street improvement and prior to acceptance by the City, all property corners shall be re-established and protected.
- U. PUBLIC IMPROVEMENTS REQUIRED PRIOR TO BUILDING PERMITS: No land use approval or building permit shall be issued unless the development has an approved irrevocable access to a public street. Streets, sidewalks, and bikeways within a development shall be improved in accordance with this ordinance. Any new street or additional street width planned as a portion of an approved street plan shall be dedicated and improved in accordance with this ordinance. Streets shall be created through the approval of a subdivision plat.
- V. FINAL PLAT APPROVAL: Pursuant to ADO 20.27 'Process for Final Plat Approval,' the final plat shall conform to the survey requirements contained in ORS Chapter 92. Upon

receipt of the final plat, the Administrative Official shall determine its substantial conformity with the Council's approval of the tentative plat. The Administrative Official shall advise the developer of any changes or additions to be made. The developer shall have a reasonable time in which to correct and resubmit the final plat. City officials shall sign the final plat instrument only when the final plat substantially conforms to all conditions and requirements set forth by the Council's approval. Plat endorsement lines for the City shall be: 1) the mayor, 2) city administrator, and 3) city engineer. Pursuant to ADO 20.28, the effective date and approval process for a subdivision shall become final upon the recording date of the approved final subdivision plat, recorded in accordance with Oregon Revised Statutes.

## **V. PLANNING COMMISSION OPTIONS**

- A. Motion to recommend City Council APPROVAL of the Subdivision and Replat, adopting the findings and recommended conditions of approval contained in the staff report.
- B. Motion to recommend City Council APPROVAL of the Subdivision and Replat, adopting the findings and recommended conditions of approval contained in the staff report, as MODIFIED by the Planning Commission, and stating the desired revisions.
- C. Motion to recommend City Council DENIAL of the Subdivision and Replat, adopting modified findings, and stating the desired revisions.
- D. Motion to CONTINUE the public hearing, to a date and time certain, if the Planning Commission determines additional information is needed to determine whether applicable standards and criteria are sufficiently addressed, or if requested by any party to the hearing. Note: this should only be done if a 120-Day Time Extension Waiver is agreed to by the applicant, with a minimum of 30 additional days.



September 25, 2023

Holly Byram  
Land Use Planner  
Mid-Willamette Valley Council of Governments  
100 High Street SE  
Suite 200  
Salem, OR 97301

RE: Youmans – Clover Street Subdivision Application – Aumsville, Oregon

Dear Holly:

Public Works has reviewed the proposed 15 Lot subdivision at the end of Clover Street in Aumsville, Oregon as submitted by Udell Engineering. Per your request, below are Public Works written comments for the Proposed Duplex Subdivision Development.

The property is located in the center of the City off the end of Clover Street and west of Shaw Highway (1<sup>st</sup> Street). The development is comprised of five separate tax lots totaling approximately 4 acres with 4 existing single family residences. The surrounding properties are single family on conventional lots. We have reviewed the application only with respect to the infrastructure and access and offer you the following comments regarding the various the facilities:

**Water**

Water service is available via an existing 6" public main at the end of Clover Street. The available fire flow is not known which may require the line to be looped. The Applicant shall complete a fire flow test on the existing water system and calculate the fire flow capacity at the end of the development. The calculation are subject to review and approval by the City Engineer. An 8" main shall be extended with the project to the end of the new street. If required to be looped for fire flow, the main may be looped back to 4<sup>th</sup> Street or 1<sup>st</sup> Street within an easement to City Standards. Separate 1" water services are allowed to serve each side of the proposed duplexes. Fire Hydrants shall be located as approved by Public Works and the Fire District. All Public improvements required to serve the site to be designed and constructed to the City's Public Works Design Standards (PWDS).

September 25, 2023  
Holly Byram  
City of Aumsville  
Page 2

**Sanitary Sewer**

Sanitary sewer is available via an existing 8" sanitary sewer in Clover Street. An 8" main shall be extended with the project to the end of the new street. A single 4" sewer service is allowed to serve each duplex. All Public improvements required to serve the site to be designed and constructed to the City's Public Works Design Standards (PWDS).

**Streets/Access**

The proposed preliminary street layout is acceptable to PW. Street trees and sidewalks will be required with the development. A single driveway, a maximum of 30' wide, is limited for all lots except corner lots which may have two driveways. An easement shall be granted to the public to allow a temporary turn around until the street is extended and a permanent turn around is provided. All Public improvements required to serve the subdivision to be constructed to the City's Public Works Design Standards (PWDS).

**Drainage**

The Applicant provided detailed storm drain calculations including detention calculation for the proposed development. The stormwater detention system as proposed is acceptable. Public Works still requires a detailed analysis of the downstream storm drain system to insure it has adequate capacity to prevent flooding of downstream properties. All Public improvements required to serve the site to be constructed to the City's Public Works Design Standards (PWDS).

**Private Utilities**

In accordance with the City's Design Standards, all private utilities must be located underground.

**General**

The proposed improvements shall be constructed in substantial conformance with the preliminary plan submitted by the applicant, except as modified by this letter and in conformance with the Aumsville Development Code and Public Works Design Standards (PWDS).


September 25, 2023  
Holly Byram  
City of Aumsville  
Page 3

The development and use of this site shall meet all of the requirements of Federal, State County and City laws, regulations and standards unless explicitly waived in this approval. Omission of any such requirement from this approval does not constitute a waiver of that requirement. It is the Applicant/Developers responsibility to determine if there are any jurisdictional wetlands on the property.

Please call if you have any questions regarding this letter.

Sincerely,

**WESTECH ENGINEERING, INC.**

  
A handwritten signature in black ink, appearing to read 'S. Ward', is written over a solid horizontal line. The signature is cursive and somewhat stylized.

Steven A. Ward, P.E.

CC: Steve Oslie  
Matt Etzel



595 Main St. Aumsville, Oregon 97325  
(503) 749-2030 • TTY 711 • Fax (503) 749-1852  
www.aumsville.us

*I acknowledge that if the actual cost to process and review the application by contracted or full-time staff exceeds the application fee, the applicant will be responsible for the excess charges. The fee would be considered a deposit toward the actual cost.*

FOR OFFICE USE ONLY	
Filing fee: \$3200	
Date Rec'd/Fee Pd	
Receipt No.	

### SUBDIVISION APPLICATION TYPE III ACTION

Upon compliance with Sections 12.00 and 20.26 regarding Subdivision applications, a public hearing shall be scheduled before the Aumsville Planning Commission and the Aumsville City Council. A complete application shall be submitted and deemed complete at least **twenty days prior to the regularly scheduled meeting of the Aumsville Planning Commission at which the public hearing will be held.** The Planning Commission will provide a recommendation to the City Council who will render the final decision. The applicant shall complete an application as required by the city, pay the fee, and submit six (6) copies of the preliminary plan together with six (6) copies of any supplementary material. Please also submit a PDF of all documents to the city (email: rharding@aumsville.us)

Site Location Description: North and south of the east terminus of Clover Street; west of railroad

Applicant: Laura LaRoque, Udell Engineering and Land Surveying, LLC

Address: 63 E. Ash Street

Phone: (541) 990-8661 Email Contact: laura@udelleng.com

Engineer Contact: Brian Vandetta, Udell Phone: (541) 451-5125 / brian@udelleng.com

Property Owner (if different from applicant): Thomas Youmans

Address: 995 Olney Street, Aumsville, OR 97325

Phone: (503) 580-9294 Email Contact: tryoumans@gmail.com

We, the undersigned property owner(s) or authorized agent(s), request a subdivision review to allow the construction of (short description of subdivision: # of lots, etc.): 12 residential lots as permitted by Section No. 22.26 of the Aumsville Development Ordinance for property legally described as: Marion County Map No.(s) 0802W25DA Tax Lots 100, 200, 6600, 8300, and 8400, (Section, Township, and Range) (if available) Marion County Parcel No.(s)                     , Lot                      Block                      For the following reason:                     

\_\_\_\_\_  
\_\_\_\_\_



**PRELIMINARY PLAT:**

Applicants for subdivisions shall include the following information and data on a preliminary plat:  
(Attach additional information as needed)

- A. Vicinity Map. Submit a reduced scale drawing/map showing the proposed subdivision in relation to the adjacent area; showing existing subdivisions, streets, and tract lines of acreage land parcels; the names of the recorded owners of all land parcels within 100 feet, or farther if necessary, to assist in locating proposal.
- B. Name and address of applicant's engineer
- C. Location of proposal by:  
Section, Township, and Range.
- D. Legal description sufficient to define the location and boundaries of the proposal according to the real estate records of the Marion County Assessor
- E. Date
- F. Northpoint
- G. Scale of drawing at either 1"=50' or 1"= 100'
- H. Name of Subdivision: \_\_\_\_\_  
**(This name must not resemble the name of any other development within the city or within five (5) miles of Aumsville.)**
- I. State the location, widths and names of both open and unopened streets within, or adjacent to the proposed subdivision together with easements and other important features such as section lines, section corners, city boundary lines, monuments, railroad rights-of-way
- J. State location in the adjoining streets or property of existing sewers and water mains, culverts and drainpipes, electric conduits or lines proposed to be used on the property to be subdivided and invert elevations of sewers at points of proposed connections.
- K. Zoning on and adjacent to the proposed subdivision
- L. Existing uses of the property, and adjacent property within two hundred fifty (250) feet, including location of all existing structures, to remain on the property.
- M. Lot layout with approximate dimensions and property lot numbers
- N. Location, width, directions, and flow of all water courses
- O. Contour lines and the elevations of all control points which are used to determine the contours.

**Flooding Matters:**

- 1) Location of properties within the 100 Year Flood Plain
- 2) Location of and direction of drainageways or easements
- 3) Location of areas subject to flooding
- 4) Locations of properties subject to inundation or storm water overflow within or adjacent to the proposed subdivisions
- P. The direction of slope by means of arrows or other suitable means
- Q. Natural features such as:
  - 1) Rock outcroppings
  - 2) Marshes
  - 3) Wetlands
  - 4) Wooded areas
  - 5) Buildable area trees over twelve (12) inches in diameter measured at four and one-

half (4 1/2) feet from the ground

- R. Contemplated and existing public areas within the proposed subdivision:
  - 1) Location
  - 2) Size
  - 3) Use
  - 4) A description of the adaptability of the area for uses contemplated
  - 5) Areas for public use, approved by the Commission, shall be dedicated for such use and indicated on the final plat before recording.
- S. Proposed Streets:
  - 1) Location
  - 2) Widths
  - 3) Names
  - 4) Approximate radius of curves
  - 5) Required bikeways
  - 6) Pedestrian facilities
  - 7) The relationship of all streets to any projected streets as shown on any development plan adopted by the Commission
- T. Easements located on the site or abutting property, showing the width and purpose of all easements
- U. Proposed land uses
- V. Proposed deed restrictions or covenants
- W. Total acreage in the subdivision and the percent of land dedicated to the public, not including easements
- X. All public improvements proposed to be installed and the approximate time installation is desired
- Y. Submit any special improvements to the Commission with sufficient detail as is practical
- Z. Supplementary information, plans, and details:
  - 1) Approximate centerline profiles with extensions for a reasonable distance beyond the limits of the proposed subdivision showing the finished grade of streets and the nature and extent of street construction.
  - 2) A plan for showing the proposed placement of meter boxes.
  - 3) A plan for flood control, including profiles of proposed drainage ways.
  - 4) If lots are to be graded, a plan showing the nature of cuts and fills and information on the character of the soil.
- AA. A legend that clearly defines lines, patterns, symbols, and other patterns used on the plat included?

**DECISION CRITERIA**

The criterion below is from the Aumsville Development Ordinance and must be considered at any public hearing on this application.

- A. Is the overall dwelling density consistent with policies contained in the Aumsville Comprehensive Plan?

**YES**  **NO**  **Please Explain:** See application narrative

---

B. Does each lot satisfy the dimensional standards of applicable zoning?

YES  NO  Please Explain: See application narrative

C. Are there adequate public facilities available to serve the newly created lots?

YES  NO  Please Explain: See application narrative

D. Will this development increase the parcels' or the structures' use of the public improvement facilities?

YES  NO  Please Explain: See application narrative

E. Does the subdivision comply with the applicable design criteria in Development Ordinance Section 20.34?

YES  NO  Please Explain: See application narrative

**ATTACHMENT:**

A certified list obtained from Marion County, or a title company, of the names of the owners of all property within 100 feet of the boundary of the property proposed for a subdivision, the mailing addresses, and the description of their properties as it appears on the most recent assessment and tax roll of Marion County, or as it appears in the deed records of the county, if such records be later, shall be attached. Property owned by the City of Aumsville shall not be deemed as part of the affected area. Please include the name and address of the applicant and property owners of the subject property.

The application must be signed by the applicant and all owners of the applicable property.

**Applicant Name (please print):** Laura LaRoque, Udell Engineering and Land Surveying, LLC

**Applicant Signature:** *Laura LaRoque* **Date:** 5/9/23

**Property Owner Name (please print):** Thomas Youmans

**Property Owner Signature:** *Tom Youmans* **Date:** May 9, 2023

**Mailing Address:** 995 Olney Street, Aumsville, OR 97325

**Property Owner Name (please print):** \_\_\_\_\_

**Property Owner Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Mailing Address:** \_\_\_\_\_

**Prepare and attach additional signatures, if necessary.**







# Aumsville Subdivision Application

Final Audit Report

2023-05-09

Created:	2023-05-09
By:	Laura Laroque (laura@udelleng.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAABTbY8BmKtDinVKiD12Ra0xArRIA0JyNB

## "Aumsville Subdivision Application" History

-  Document created by Laura Laroque (laura@udelleng.com)  
2023-05-09 - 3:13:36 PM GMT- IP address: 24.20.220.78
-  Document emailed to tryoumans@gmail.com for signature  
2023-05-09 - 3:13:59 PM GMT
-  Email viewed by tryoumans@gmail.com  
2023-05-09 - 5:12:00 PM GMT- IP address: 104.28.116.96
-  Signer tryoumans@gmail.com entered name at signing as Tom Youmans  
2023-05-09 - 5:14:00 PM GMT- IP address: 76.14.239.77
-  Document e-signed by Tom Youmans (tryoumans@gmail.com)  
Signature Date: 2023-05-09 - 5:14:02 PM GMT - Time Source: server- IP address: 76.14.239.77
-  Agreement completed.  
2023-05-09 - 5:14:02 PM GMT

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## REPLAT & TENTATIVE SUBDIVISION PLAT APPLICATIONS

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Submitted to: City of Aumsville  
Planning Division  
595 Main Street  
Aumsville, OR 97325  
(503) 749-2030  
rharding@aumsville.us

Applicants/Property Owners: Thomas Youmans  
995 Olney, Street  
Aumsville, OR 97325  
(503) 580-9294 / tryoumans@gmail.com

Applicant's Representative: Udell Engineering and Land Surveying, LLC  
63 E. Ash Street  
Lebanon, OR 97355  
  
Contact: Laura LaRoque  
Email: [laura@udelleng.com](mailto:laura@udelleng.com)  
Phone: (541) 990-8661

Site Location: 222 Clover St.; 575 N 1st St.; 377/379, 381/383 Shamrock St.

Map/Tax Lot: 08-2W-25DA; Tax Lots 100, 200, 6600, 6700, 8300, 8400

Site Size: 1.86-acres (Tax Lot 100); 0.69-acres (Tax Lot 200); 0.62-acres (Tax Lot 6600); 1.00-acres (Tax Lot 6700) 0.38-acres (Tax Lot 8300); 0.41 (Tax Lot 8400)

Existing Land Use: SFD (Tax Lot 100); unimproved (Tax Lot 200); SFD (Tax Lot 6600); SFD (Tax Lot 6700); duplex (Tax Lot 8300); duplex (Tax Lot 8400)

Zone Designation: Residential Multi-Family (RM)

Comprehensive Plan Designation: Residential Multi-Family (RM)

Surrounding Zoning: North: Residential Multi-Family (RM)  
South: Residential Multi-Family (RM)  
East: Residential Multi-Family (RM)/Interchange Dev. (ID)  
West: Residential Multi-Family (RM)

Surrounding Uses: North: Unimproved  
South: Residential  
East: Railroad  
West: Residential



I. **Executive Summary**

Thomas Youmans “applicant” requests approval of a concurrent review of the following two applications:

1. A replat of Shamrock Estates, Lots 5 and 6.
2. Preliminary Subdivision Plat for a 15-lot residential subdivision with associated site, utility, and street frontage improvements.

The subject property is located at the east terminus of Clover Street, west of the railroad and identified by Marion County Tax Assessor’s Map No. 8S-2W-25DA, Tax Lots 100, 200, 6600, 6700, 8300, 8400. The subject properties consist of 4 parcels and 2 lots totaling ±3.85-acres.

II. **Replat**

Section 20.32 states that a replat of a recorded subdivision or partition plat must be reviewed as a new request for a subdivision or partition and subject to all provisions of Section 20.00. The tentative plat review criteria below include findings for the replat and tentative subdivision plat applications.

III. **Tentative Plat Review Criteria**

Section 20.26 includes the following review criteria for a preliminary subdivision plat, which must be met for this application to be approved. Code criteria are written in **bold** and are followed by findings and conclusions.

**Criterion A**

**The overall dwelling density shall be consistent with policies contained in the Comprehensive Plan.**

Findings

- 1.1 As stated in Section 4.01 the purpose of the Aumsville Development Code is to implement the city of Aumsville Comprehensive Plan, as acknowledged by the Land Conservation and Development Commission on May 3, 1979, through the coordination of the regulations governing the use and development of land; and, it is further the intent that all use and development of land within the city of Aumsville be consistent with the adopted Comprehensive Plan and with all other applicable county, state, and federal regulations. Therefore, conformance with applicable Development Code standards implements the policies contained in the Comprehensive Plan.

Conclusions

- 1.1 This criterion is satisfied without conditions.

**Criterion B**

**Each lot shall satisfy the dimension standards of the applicable zoning district, with the exception of the following: (1) The applicant may submit a variance as a part of the subdivision request to modify dimension requirements; (2) For subdivisions exceeding 10 lots, up to 20% of**



**the lots may be reduced in area by a maximum of 10%, provided, the average lot size for the entire subdivision meets or exceeds the minimum lot size required in the underlying zone.**

Findings

- 2.1 The subject properties are located entirely within the Residential Multi-Family (RM) zoning district.
- 2.2 Section 6.01 states that permitted outright include single-family dwelling; duplexes; triplexes; and apartments.
- 2.3 Section 6.04 states that the minimum lot area is 8,000 square feet for single-family and duplex dwelling units; B) 1,000 square feet for each dwelling unit over two; and D) single-family attached dwelling: 4,200 square feet, subject to approved conditional use.

According to Section 20.26, up to 20 percent of the lots may be reduced in area by a maximum of 10 percent, when a subdivision has 10 lots or greater given the average lot size for the entire subdivision meets or exceeds the minimum lot size required in the underlying zone.

There are 15 lots proposed with an average lot size of 9,196 square feet. All lots exceed the minimum lot area for single-family and duplex dwelling units.

Lot 1	8,162 sf
Lot 2	9,340 sf
Lot 3	12,328 sf
Lot 4	11,189 sf
Lot 5	10,309 sf
Lot 6	8,100 sf
Lot 7	8,000 sf
Lot 8	8,000 sf
Lot 9	8,020 sf
Lot 10	8,062 sf
Lot 11	11,962 sf
Lot 12	8,002 sf
Lot 13	9,848 sf
Lot 14	8,466 sf

Lot 15	8,149 sf
Average Lot Size	9,196 sf

- 2.4 Section 6.05 states that the minimum lot width is 80-feet except for single-family attached dwellings which is 40-feet. Lot width is defined in Section 1.00 as follows: The horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines. All proposed lots are 80-foot wide or greater when measured at the midpoint of the front and rear lot lines.
- 2.5 Section 6.06 states that the maximum lot coverage is 50 percent. Lots 3, 13, and 14 will contain existing developments. The lot coverages of these lots are 13 percent, 26 percent, and 31 percent, respectively.
- 2.6 Section 6.07 states that the minimum yard requirements are as follows: 20-foot front setback; 5-foot (one-story), 7-foot (two story), 8-foot (three story), and 8-foot plus 1 foot for four plus stories for side, interior setback; 10-foot plus 1 foot for each story over three for rear setback; zero interior setback for single-family attached dwellings.
- Lots 3, 13, and 14 will contain existing developments. Setbacks from proposed property lines in compliance with these standards are depicted on the preliminary site plan. Setbacks for future development will be reviewed in association with a building permit.
- 2.7 Section 6.08 states that the maximum height of a residential structure is 35 feet or 3 ½ stories. Lots 3, 13, and 14 will contain existing developments. The height of existing structures was reviewed at the time of building permit approval. The height of future development will be reviewed in association with a building permit.
- 2.8 Section 6.09 states that a minimum of two off-street parking spaces are required for each dwelling unit. Lots 3, 13, and 14 will contain existing developments. Each of these lots has two off-street parking spaces provided in garages and/or paved driveways. Off-street parking associated with future development will be reviewed in association with a building permit.
- 2.9 Sections 6.10 – 6.13 include general requirements by housing types. Existing developments were reviewed at the time of building permit approval. All new developments will be reviewed in conjunction with a building permit as applicable.

Conclusions

- 2.1 This criterion is satisfied without conditions.

**Criterion C**

**Adequate public facilities including sewer, water, transportation, parks, and telecommunications shall be available to serve the newly created lots and transportation shall**





**be coordinated with the school district. The subdivision shall comply with the applicable requirements of Section 22.**

Findings

3.1 Section 20.05 requires a seven percent park land dedication or a fee-in-lieu an amount proportionate to the value of the open space that would otherwise be required under this section for residential land divisions where the site is 2.0 gross acres or larger.

A fee-in-lieu as opposed to a dedication is proposed. The site has a net land area of  $\pm 2.75$  acres; therefore, the proportionate to the value of the open space will be based on 0.19 acres. A fee-in-lieu may be included as a condition of approval.

3.2 Supplementary zone regulations are contained in Section 22.00. Sections 22.01, 22.05, 22.09, and 22.11 are applicable to this application.

3.3 Section 22.01 includes the following clear vision area standards:

(A) *A clear vision area shall be maintained on corner lots at the intersection of public or private streets, and at the intersection of any street with an alley or driveway.*

(B) *A clear vision area is a triangular area, two sides of which are lot lines starting from the corner at the intersection and measured for a distance of 20 feet. In the case of driveways, 20 feet shall be measured from the intersection of the property line with the centerline of the driveway, or the centerline for two-way drives. Where lot lines or intersections have rounded corners, the lines shall be extended in a straight line to a point of intersection (making a corner) and so measured. The third side of the triangle shall be a line connecting the nonintersecting ends of the other two lines.*

(C) *Clear vision shall also include all areas adjacent to a street, 10 feet from the face of the curb, regardless of property line.*

(D) *A clear vision area shall contain no planting, sight-obscuring fence wall, hedge, structure, vehicle parking, or any temporary or permanent obstruction exceeding 36 inches, measured from the adjacent curb elevations or established street grade if no curb exists. Trees may be located in this area, provided all branches and foliage are removed up to a height of 8 feet above the ground. The vision clearance area may be increased by the Council, Commission, or Administrative Official upon finding that more sight distance is required for safety reasons. (i.e., due to traffic speeds, roadway alignment, etc.)*

The clear vision area for all lots follows these standards as depicted on the preliminary driveway plan. Clear vision areas will be reviewed again in conjunction with a building permit as applicable.

3.4 Section 22.05 (Parking) refers to Section 18.

1. Section 18.01 states that off-street vehicular parking areas must be provided and maintained for any new building or structure erected.

2. Section 18.03 states that off-street parking and loading areas shall be provided on the same lot as the main building or structure or use, except that in any non-residential zone.
3. According to 18.05(B) states that two off-street parking spaces per dwelling unit is required for 1, 2, and 3 family dwellings.
4. Section 18.08 provides development and dimensional standards for required parking areas these standards are italicized below:

*(A) Location. The required yard areas adjacent to a street shall not be used for parking or loading areas, except for a residential driveway. (B) Surfacing. All driveways, parking, and loading areas shall be paved with asphalt or concrete surfacing and shall be adequately designed, graded, and drained. (C) Surfacing for Residential Uses. All driveways, parking spaces, and vehicle and recreational vehicle storage areas shall be paved with asphalt or concrete surfacing matching existing surfaces and shall be adequately designed, graded, and drained. Unless prohibited by the building design (e.g., a garage running parallel to a street) all parking and storage spaces shall run perpendicular to the adjacent street and shall not reduce minimum landscaping area requirements. (D) Size of parking spaces and driveways: 1. A driveway for residential use shall be a minimum width of 10 feet. 2. One-way drives shall have a minimum improved width of at least 12 feet, exclusive of parking spaces. 3. Two-way drives shall have a minimum improved width of at least 20 feet, exclusive of parking spaces. 4. The minimum width of any parking space shall be 10 feet, exclusive of driveways. 5. The minimum length of any parking space shall be 20 feet, exclusive of driveways. (G) Single-Family Driveways. On a lot developed with a single-family dwelling, only one driveway is allowed per street frontage unless the frontage is over 100 feet in length.*

Off-street parking in compliance with these standards is depicted on the preliminary site plan. Off-street parking associated with future development will be reviewed in association with a building permit.

- 3.5 Section 22.09 includes the following access spacing standards for local streets: (A) Access spacing standards between streets and/or driveways are 50 feet from any other intersection or private access unless no other reasonable access is available. Access spacing in compliance with these standards is depicted on the preliminary site plan.
- 3.6 Section 22.11 states that a Traffic Impact Analysis (TIA) shall be required under certain conditions. In this case, the primary condition is the first, which is when (1) "The development generates 25 or more peak-hour trips or 250 or more daily trips..."

The proposed project is forecast to generate 15 new p.m. peak hour trips and 187 new daily trips, which is less than the TIA threshold. Therefore, a transportation assessment letter produced by Scott Ferguson of Ferguson and Associates; Inc. is included in the application package. This letter was written to satisfy the requirements of the Code regarding a

Transportation Assessment Letter, as per Section 22.11(B) of the Aumsville Development Code, which reads:

*“If a TIA is not required, the applicant’s traffic engineer shall submit a transportation assessment letter to the City indicating the proposed development or land use action is exempt. This letter shall outline the trip-generating characteristics of the proposed land use and verify that the site-access driveways or roadways meet City visual clearance requirements and roadway design standards.”*

The transportation assessment letter outlines the trip-generation characteristic of the proposed land use as well as verifies site clear vision and roadway design standards.

#### Conclusions

3.1 This criterion is satisfied without conditions.

#### **Criterion D**

**The subdivision shall comply with the applicable design criteria in Section 20.**

#### Findings

4.1 The subdivision design standards are contained in Sections 20.34 – 20.43.

4.2 The design standards for lot and blocks are found in Section 20.35(A)-(H). These provisions are italicized below followed by findings.

*(A) Development shall provide for the continuation or projection of existing public streets in surrounding areas or conform with the plan for the neighborhood or any development plan adopted by the Commission.*

*(B) Lot arrangement shall be such that there will be no foreseeable difficulties, for reason of topography or other conditions, in securing building permits to build on all lots in compliance with the requirements of this ordinance, with the exception of lots designed for open space.*

*(C) Lot dimensions shall comply with the minimum standards of this ordinance. When lots are more than double the minimum area designated by the district, the approval authority shall require that such lots be arranged so as to allow further subdivision and the opening of future streets where it would be necessary to serve such potential lots.*

*(D) Double frontage lots shall be avoided except where necessary to provide separation of residential developments from streets of collector and arterial street status or to overcome specific disadvantages of topography and/or orientation. When driveway access from arterials is necessary for several adjoining lots, the Commission shall require that such lots be served by a combined access driveway in order to limit possible traffic hazards on such streets. The driveway should be designed and arranged so as to avoid requiring vehicles to back into traffic on arterials.*

*(E) The side property lines of a lot shall, as far as practical, run at right angles to the street*

*upon which it faces, except that on a curved street the side property line shall be radial to the curve.*

- (F) Blocks shall not exceed 600 feet between street lines unless the adjacent layout or special conditions justify greater length. Except where topography or other physical features make it otherwise, block widths shall not be less than 200 feet or more than 400 feet.*
- (G) Cul-de-sacs shall be as short as possible and shall have a maximum length of 400 feet. In any residential division, no more than 5 lots shall have access on a cul-de-sac bulb except that additional lots may be permitted where one additional off-street parking space is created for each lot which has access on the bulb. The minimum frontage of a lot on a cul-de-sac shall be 20 feet as measured perpendicular to the radius. Cul-de-sacs and dead-end streets shall have turnarounds with a radius of not less than 45 feet to the curb line.*
- (H) Lots are required to have frontage on a public right-of-way. A private access easement does not fulfill this requirement.*

Compliance with these standards is depicted on the preliminary site plan.

- 4.3 Section 20.36 (Public Improvements, General Provisions) states that the standard specifications for construction, reconstruction, or repair of streets, bikeways, sidewalks, streetlights, curbs, gutters, and other public improvements within the city area as approved in the city's Public Works Design and Construction Standards.

Compliance with these standards is depicted on the preliminary site plan and typical street section.

- 4.4 Section 20.37 includes the following applicable street standards italicized below:

- (A) General Provisions. 1. No land use approval or building permit shall be issued unless the development has an approved irrevocable access to a public street*
  - 1. No land use approval or building permit shall be issued unless the development has an approved irrevocable access to a public street.*
  - 2. Streets shall be created through the approval of a subdivision plat or partition.*
- (B) Location, Width. The location, width, and grade of all streets shall conform to the TSP and shall be considered in their relation to existing and planned streets, to bikeways and pedestrian facilities, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets.*
- (C) Street Extensions. Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary lines of the tract to be developed.*
- (D) Alignment. As far as practical, streets shall be dedicated and constructed in alignment with existing streets by continuing the centerlines thereof.*

- (E) *Intersections.* Streets shall be laid out so as to intersect as nearly as possible at right angles.
- (F) *Dead-end streets longer than 400 feet may be approved by the Commission if no other feasible means is available for development of the property and special provisions are made for public facilities, pedestrian and bicycle circulation, and emergency service access. The use of cul-de-sacs and other dead-end streets shall be discouraged and shall only be approved upon a showing by the applicant of unusual or unique circumstances justifying the use of such a street. 1. In cases where cul-de-sacs are determined to be justified, they shall only be permitted subject to the following conditions: (a) There shall be no cul-de-sacs more than 400 feet in length. (b) All cul-de-sacs shall terminate with circular turnarounds, except where the Commission finds that a "pear" or "hammerhead" turnaround is more appropriate given topography, natural or built features, and expected use. (c) An accessway shall be provided consistent with the standards for accessways, as determined by the Commission to be necessary to ensure safe, efficient, and convenient multi-modal access.*
- (G) *Partial Streets.* A partial width street, while generally not acceptable, may be approved where reasonably essential to the development when in conformity with the other requirements of these standards and when it will be practical to require the dedication of the other portion when the adjoining property is developed.
- (H) *Existing Streets.* Full street improvements to all existing streets adjacent to, within or necessary to serve the development shall be required at the time of partitioning or subdivision unless the developer demonstrates to the satisfaction of the city engineer that the condition and sections of the existing streets meet all city standards and are in satisfactory condition to handle projected traffic loads.
- (I) *3/4 Street Improvements.* 3/4 streets, while generally not acceptable, may be approved in lieu of full street improvements where essential to the reasonable development of an area and when the City finds it to be practical to require the completion of the other 1/4 street improvement when the adjoining property is developed.
- (J) *Slope and Curves.* Slope shall not exceed 6 percent on arterials, 10 percent on collector streets, or 12 percent on other streets. Center line radii of curves shall not be less than 300 feet on major arterials, 200 feet on secondary arterials, or 100 feet on other streets, and shall be to an even 10 feet.
- (K) *Railroad Right-of-Way and Intersections.*
- (L) *Arterial Access.*
- (M) *Private Streets.*
- (N) *Traffic Signals.* The location of planned traffic signals shall be noted on approved street plans.

- (O) *Street Names.* Except for extensions of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city and shall be subject to the approval of the city administrator.
- (P) *Street Signs.* The City shall install all street signs, relative to traffic control and street names, as specified by the city engineer for any development. The cost of signs and installation shall be included in the project costs, and the City shall be reimbursed for all materials and labor.
- (Q) *Bikeways.* If appropriate to the extension of a system of bikeways, existing or planned, the Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths. Where possible, bikeways should be separated from other modes of travel including pedestrians. The minimum width for bikeways shall be 6 feet per travel lane.
- (R) *Sidewalks.* Except where exempted by the Council, sidewalks shall be constructed, replaced, or repaired to city standards and shall be located as follows: 1. On both sides of all city streets to be built at the time of street construction; 5. Sidewalks adjacent to all streets shall be 5 feet in width. Width of sidewalks shall be measured from the back of the curb. 6. Maintenance of sidewalks and pedestrian walks, curbs, and planter strips shall be the continuing obligation of the adjacent property owner. 7. Accessways shall be installed when required for cul-de-sac or dead-end streets. 8. The Public Works Director shall inspect the construction of sidewalks for compliance with the provisions of this ordinance and the Public Works Design and Construction Standards.

Compliance with these standards is depicted on the preliminary site plan.

4.5 Section 20.38 includes the following applicable utilities standards italicized below:

- (A) *Undergrounding.* Except as otherwise provided, all utility lines, cables, or wires, including but not limited to those used for electricity, communication, street lighting, and cable television, constructed upon or within land subdivided or prepared for development after the effective date of this ordinance, shall be required to be placed underground. The intent of the City is that no poles, towers, or other structures associated with utility facilities shall be permitted on any street or lot within a subdivision. Overhead facilities shall be permitted for the following in which case the above provisions shall not apply: 1. Emergency installations of electric transmission lines or through feeders operating at distribution voltages which act as a main source of supply to primary laterals and to direct connected distribution transformers and primary loads. Should it be necessary to increase the capacity of major power transmission facilities for service to the area, such new or revised installations shall be made only on rights-of-way or easements on which existing overhead facilities exist at

*the time of such capacity increase. 2. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes, meter cabinets, telephone cable closures, connection boxes, and the like. 3. Structures without overhead wires, used exclusively for fire alarm boxes, streetlights, or municipal equipment installed under the supervision and with the approval of the city engineer. 4. Power substations, pumping plan, and similar facilities necessary for transmission or distribution of utility services shall be permitted subject to compliance with all zoning regulations and other applicable land use regulations. Plans showing landscaping and screening shall be approved by the Commission for all such facilities prior to any construction being started. 5. Television antennas. 6. Industrial developments except for those utility lines, cables, and/or wires providing service to an individual lot. Such lines must be placed underground from the nearest power pole to the facility ultimately being operated on the individual lot. Certain industries requiring exceptionally large power supplies may request direct overhead power as a condition of approval. Underground utilities may be required in industrial park developments and planned developments in industrial districts.*

- (B) *Future Installations. The owner or contract purchaser of subdivided real property within a subdivision shall provide in the instrument conveying such interest, a covenant not to erect or allow to be erected upon the property conveyed, any overhead utility facilities, except such facilities as are exempt from underground installation. Such covenant shall require grantees to install, maintain, and use underground electric, telephone, cable television, or other utility services used or to be used to serve the premises. A copy of the covenant shall be submitted with the final plat.*
- (C) *Easements. A property owner proposing a development shall make arrangements with the City and each utility franchise for the provision and dedication of utility easements necessary to provide full service to the development. The standard width for public utility easements adjacent to street right-of-way shall be 7 feet. The minimum width for all other public utility easements shall be 20 feet unless otherwise specified by the utility company or city engineer. Where feasible, utility easements shall be centered on a corner lot.*

Compliance with these standards is depicted in the preliminary plan set.

4.6 Section 20.39 includes the following sanitary sewer standards italicized below:

- (A) *General Provisions. 1. Sanitary sewers shall be installed to serve each new development to existing mains. 2. The city engineer shall approve all sanitary sewer plans and proposed systems prior to issuance of development permits involving sewer service. 3. Proposed sewer systems shall include consideration of additional development within*

*the area as projected by the Comprehensive Plan. 4. Proposed developments shall make provisions for any right-of-way, easement, trunk line, or pumping station specifically designed in an approved master sewerage plan or capital improvements plan. The cost for such provisions shall be assessed as specified in the master sewerage plan or capital improvements plan. 5. Development permits may be restricted by the Administrative Official where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health and safety, surcharging of existing mains, or violations of state or federal standards pertaining to operations of the sewage treatment system.*

Compliance with these standards is depicted on the preliminary utility plan sheet.

4.7 Section 20.40 includes the following storm drainage standards italicized below:

- (A) *General Provisions. The Administrative Official shall issue a development permit only where adequate provisions for storm and flood water run-off have been made as determined by the city engineer. The stormwater drainage system shall be separate and independent of any sanitary sewerage system. Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street. Surface water drainage patterns shall be shown on every development proposal plan.*
- (B) *Easements. Where a subdivision is traversed by a water course, drainageway, channel, or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such water course and such further width as will be adequate for conveyance and maintenance. Streets or parkways parallel to watercourses may be required.*
- (C) *Accommodation of Upstream Drainage. A culvert or other drainage facility shall, and in each case be large enough to accommodate potential run-off from its entire upstream drainage area, whether inside or outside of the development. The city engineer shall determine the necessary size of the facility, based on the provisions of the construction standards and specifications and assuming conditions of maximum potential watershed development permitted by the Comprehensive Plan.*
- (D) *Effect of Downstream Drainage. Where it is anticipated by the city engineer that the additional run-off resulting from the development will overload an existing drainage facility, the Commission shall withhold approval of the development until provisions have been made for improvement of said potential condition.*
- (E) *Drainage Management Practices. In the absence of a drainage basin master plan, a development may be required to employ drainage management practices approved by the city engineer which would minimize the amount and rate of surface water run-off*



*into receiving streams. Drainage management practices may include but are not limited to: 1. Temporary ponding of water. 2. Permanent storage basins. 3. Minimization of impervious surfaces. 4. Emphasizing natural water percolation and natural drain ways. 5. Prevention of water flowing from the roadway in an uncontrolled fashion. 6. Stabilization of natural drainageways as necessary below drainage and culvert discharge points from a distance sufficient to convey the discharge without channel erosion. 7. Run-off from impervious surfaces shall be collected and transported to a natural drainageway with sufficient capacity to accept the discharge.*

Compliance with these standards is depicted in the Preliminary Drainage Report and on the preliminary Drainage plan sheet.

- 4.8 *Section 20.41 states that each development site must be provided with potable water; and fire hydrants and mains must be installed as required by the fire chief.*

Compliance with these standards is depicted on the preliminary utility plan sheet.

- 4.9 Section 20.42 pertains to partitions and is therefore not applicable to this subdivision application.

- 4.10 Section 20.43 includes the following pedestrian/bicycle accessways standards italicized below:

*(A) Pedestrian/bicycle accessways shall be provided as follows: 1. Pedestrian/bicycle access shall be provided in cul-de-sacs to either adjacent streets or undeveloped properties, excluding cul-de-sacs under 300 feet in length. 2. Pedestrian/bicycle accessways shall be provided to adjacent parks or schools when out of direction travel is more than 400 feet. 3. Subdivisions shall provide a street connection at least every 600 feet or an accessway every 400 feet to adjacent or parallel streets.*

*(B) Pedestrian/Bicycle Accessway Development Standards. 1. The accessway shall be a 10-foot-wide paved or concrete surface constructed within a 15-foot right-of-way. 2. The accessway shall be as short as possible. The accessway shall not be more than 250 feet in length. There shall be vision clearance from one end of the accessway to the other end. 3. The accessway shall be lit. 4. The pedestrian and bicycle accessway shall be signed. 5. The accessway shall be dedicated to the public for maintenance and security. 6. The accessway shall be constructed at sidewalk grade. Ramps from the street to the accessway shall be provided as required by the city engineer.*

*(C) The Commission may waive the accessway requirement under any of the following circumstances: 1. Where the establishment of the accessway is contrary to public safety; or 2. Where there are other available ways or absence of any need for such accessways; or 3. Where limited by topography or other natural features.*

An eastward extension of Clover Street and a new north/south public right-of-way is included in the development proposal. The proposed right-of-way includes pedestrian/bicycle improvements and connectively from the east termination of Clover Street to an abutting, undeveloped property to the north (082W25AD15400); therefore, Section 20.43(A)(1) is met.

There are no schools or parks next to or adjoining (i.e., adjacent to) the subject property; therefore, Section 20.43(A)(2) is not applicable. Regardless, Wildwood Park, Aumsville Elementary School, and Willamette Valley Baptist School will be accessible through a combination of existing and proposed new public right-of-way improvements. Improved access to Del Mar Drive is anticipated to occur in association with future development/redevelopment of the site(s) to the north of the subject property (i.e., 082W25AD15400).

The proposed east/west extension of Clover Street right-of-way is approximately 200-feet. The proposed north/south new public right-of-way is approximately 375 feet; therefore, Section 20.43(A)(3) is not applicable. Regardless, the site is bordered to the north by a railroad right-of-way and separated from North 4<sup>th</sup> Street by existing residential development; therefore, access to parallel street is infeasible at this time.

Nonetheless, a 10-foot-wide pedestrian access and improved multi-use pathway along the west property line of Tract A with connectively from Clover Ridge to north property line of 515 North 1<sup>st</sup> Street is proposed. Notably, the property at 515 North 1 Street is not a part of this application proposal. Therefore, future extension of the multi-use path across 515 North 1 Street must be obtained from the property owner or required as a condition of approval in a future land use approval.

#### Conclusions

4.1 This criterion is satisfied without conditions.

#### Criterion E

**The application complies with the city's adopted public works design standards for any public improvement required by the development. For example, where streets are required, the application shall comply with Division 2, Streets; for storm water improvements, the application shall comply with Division 3, Stormwater Management.**

#### Findings

- 5.1 The preliminary plan set demonstrates that proposed public improvements can comply with the city's adopted public works designs standards.
- 5.2 A condition of approval may include that construction drawings for public improvements comply with the City's adopted public works designs standards.

## Conclusions

4.1 This criterion is satisfied with a condition of approval.

## Criterion F

**The application complies with the most recent version of the Oregon Fire Code, including Appendix C and Appendix D.**

## Findings

6.1 Appendix C of the 2019 Oregon Fire Code includes Sections C102 – C104 pertaining to fire hydrant locations and distribution.

- a. Section C102.1 includes Table C102.1 which stipulates the required number and spacing of fire hydrants based on Fire-Flow Requirements (gpm).
- b. Section C103.1 states that fire apparatus access roads and public streets providing required access to buildings in accordance with Section 503 shall be provided with one or more fire hydrants, as determined by Section C102.1. Where more than one fire hydrant is required, the distance between the required fire hydrants shall be in accordance with Sections C103.2 and C103.3.
  - i. Section 503 of the Oregon Fire Code pertains to fire apparatus access roads.

1. In short, a fire apparatus access road(s) must be provided for every building or portion of building constructed or moved into or within the jurisdiction. The fire access road must comply with the specifications under Section 503.2 and shall extend to within 150 of all portions of the facility or portions of the exterior walls of the first story of the building as measure by an approved route around the exterior of the building or facility.

- c. Sections C103.2 and 103.3 refer to Table C102.1 for average and maximum spaces between fire hydrants.
- d. Section C104 states that existing fire hydrants on public streets are allowed to be considered as available to meet the requirements of Sections C102 and C103. Existing fire hydrants on adjacent properties are allowed to be considered as available to meet the requirements of Sections C102 and C103 provided that a fire apparatus access road extends between properties and that an easement is established to prevent obstruction of such road.
- e. The plan depicts a fire apparatus access road designed to the specifications of Section 503.2 and hydrant locations and distribution in accordance with Table C102.1.

6.2 Appendix D of the 2019 Oregon Fire Code includes Sections D101 – D108 pertaining to fire apparatus access roadway requirements.

- a. Section D102.1 states that facilities, buildings, or portions buildings constructed shall be accessible to fire department apparatus by way of an approve fire apparatus access road

with asphalt, concrete or other approved driving surface capability of supporting the imposed load of fire apparatus weighing up to 75,000 pounds.

- b. Section D103 includes provision related to minimum fire access roadway width, maximum grade, minimum turning radius, dead-end streets, fire access road gates, and signs.
  - i. Section D103.1 states that when a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26-feet, exclusive of shoulders, with some exceptions.
  - ii. Section D103.2 states that fire apparatus access road shall not exceed 10 percent in grade, unless approved by the fire code official.
  - iii. Section D103.3 states that the minimum turning radius is determined by the fire code official.
  - iv. Section D103.4 includes Table D103.4 outlining turnaround requirements for dead-end fire apparatus access roads.
  - v. Section D103.5 outlines criteria for fire apparatus access road gates.
  - vi. Section D103.6 provides sign requirements for fire apparatus access roads when signage is required by the fire code official.
- c. Section D107 includes provisions for one- or two-family residential developments.
  - i. Section D107.1 states that developments of one- or two-family dwellings where the number of dwelling units exceed 30 shall be provided with two separate and approved fire apparatus access roads with some exceptions.
  - ii. Section D107.2 states that where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
- d. Section D108 includes uniform alternate construction standard (UACS) for one-and two-family dwellings, which are not applicable to this application.

Compliance with these standards is depicted on the preliminary plan set, including the Fire Access Plan and Utility Plan.

Notably, the proposed right-of-way terminates at the north property line of the subject site to allow for future street/access improvements. Therefore, a temporary turn-around easement is proposed on Lot 7 (see Sheet C1.5). A condition of approval may include that on-site development and parking on Lot 7 will not prohibit or conflict with the intended purpose of this easement. Compliance with this condition will be reviewed in conjunction with a building permit.

## Conclusions

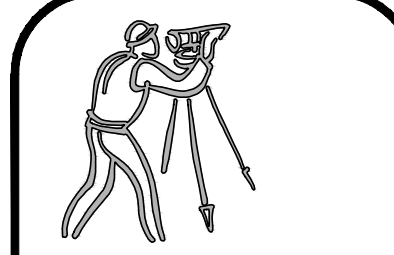
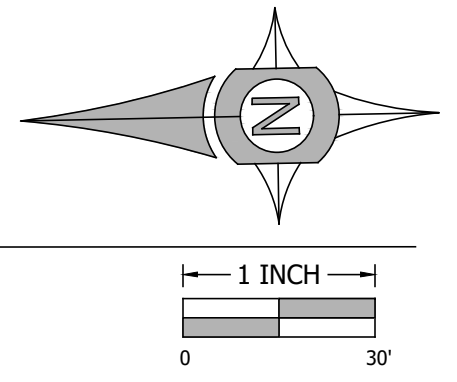
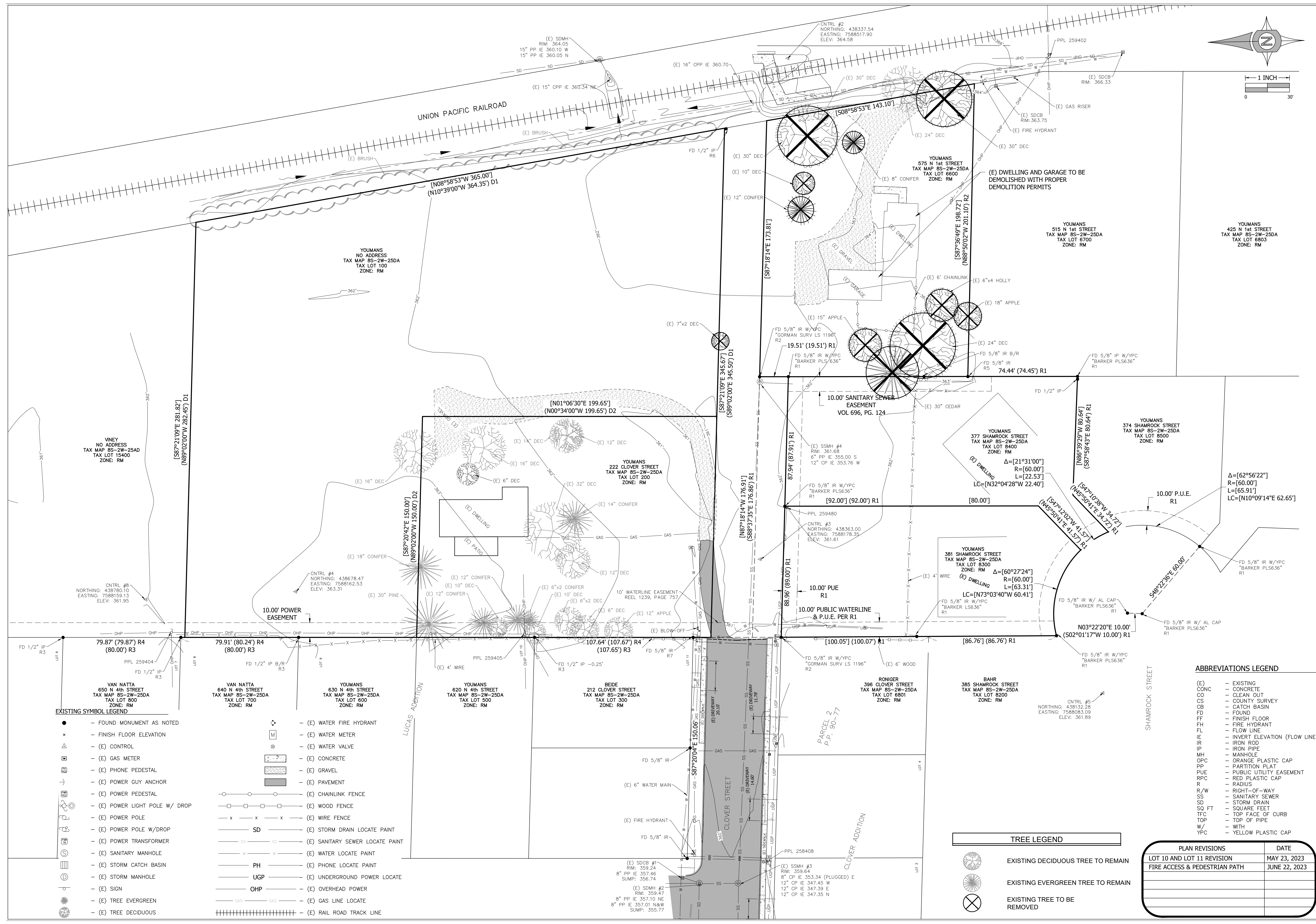
6.1 This criterion is satisfied without conditions.

## IV. Overall Conclusion

Based on the analysis in this report, the proposed replat and tentative subdivision plat meets all the applicable review criteria as outlined in this report.

## V. Attachments

- A. Preliminary Plan Set, dated July 10, 2023
  - a. Existing Conditions/Demo Plan, Sheet C1.0
  - b. Tentative Lot Layout, Sheet C1.1
  - c. Preliminary Civil Site Plan, Sheet C1.2
  - d. Preliminary Driveway Plan, Sheet C1.3
  - e. Tree Removal Plan, Sheet C1.4
  - f. Fire Access Plan, Sheet C1.5
  - g. Preliminary Grading and Drainage Plan, Sheet C2.0
  - h. Clover Street Plan and Profile, Sheet C2.1
  - i. Clover Street Plan and Profile, Sheet C2.2
  - j. Preliminary Utility Plan, Sheet C4.0
- B. Preliminary Stormwater Report, dated July 2, 2023
- C. Traffic Assessment Letter, dated July 12, 2023



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**EXISTING CONDITIONS/DEMO PLAN**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-508 YOUNG'S CLOVER STREET  
 DRAWN BY: MUM  
 CHECKED BY: BSU

**THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY**

Sheet **C1.0**  
 SCALE: SEE BARSCALE

**ABBREVIATIONS LEGEND**

- (E) - EXISTING
- CONC - CONCRETE
- CO - CLEAN OUT
- CS - COUNTY SURVEY
- CB - CATCH BASIN
- FD - FOUND
- FF - FINISH FLOOR
- FH - FIRE HYDRANT
- FL - FLOW LINE
- IE - INVERT ELEVATION (FLOW LINE)
- IR - IRON ROD
- IP - IRON PIPE
- MH - MANHOLE
- OPC - ORANGE PLASTIC CAP
- PP - PARTITION PLAT
- PUE - PUBLIC UTILITY EASEMENT
- RPC - RED PLASTIC CAP
- R - RADIUS
- R/W - RIGHT-OF-WAY
- SS - SANITARY SEWER
- SD - STORM DRAIN
- SQ FT - SQUARE FEET
- TFC - TOP FACE OF CURB
- TOP - TOP OF PIPE
- W - WITH
- YPC - YELLOW PLASTIC CAP
- (E) WATER FIRE HYDRANT
- (E) WATER METER
- (E) WATER VALVE
- (E) CONCRETE
- (E) GRAVEL
- (E) PAVEMENT
- (E) CHAINLINK FENCE
- (E) WOOD FENCE
- (E) WIRE FENCE
- (E) STORM DRAIN LOCATE PAINT
- (E) SANITARY SEWER LOCATE PAINT
- (E) WATER LOCATE PAINT
- (E) PHONE LOCATE PAINT
- (E) UNDERGROUND POWER LOCATE
- (E) OVERHEAD POWER
- (E) GAS LINE LOCATE
- (E) RAIL ROAD TRACK LINE

**TREE LEGEND**

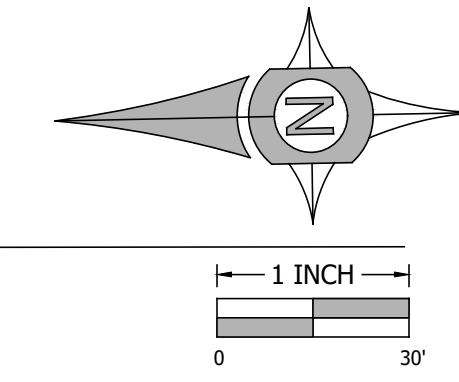
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

**EXISTING SYMBOL LEGEND**

- FOUND MONUMENT AS NOTED
- FINISH FLOOR ELEVATION
- (E) CONTROL
- (E) GAS METER
- (E) PHONE PEDESTAL
- (E) POWER GUY ANCHOR
- (E) POWER PEDESTAL
- (E) POWER LIGHT POLE W/ DROP
- (E) POWER POLE
- (E) POWER POLE W/DROP
- (E) POWER TRANSFORMER
- (E) SANITARY MANHOLE
- (E) STORM CATCH BASIN
- (E) STORM MANHOLE
- (E) SIGN
- (E) TREE EVERGREEN
- (E) TREE DECIDUOUS

- (E) WATER FIRE HYDRANT
- (E) WATER METER
- (E) WATER VALVE
- (E) CONCRETE
- (E) GRAVEL
- (E) PAVEMENT
- (E) CHAINLINK FENCE
- (E) WOOD FENCE
- (E) WIRE FENCE
- (E) STORM DRAIN LOCATE PAINT
- (E) SANITARY SEWER LOCATE PAINT
- (E) WATER LOCATE PAINT
- (E) PHONE LOCATE PAINT
- (E) UNDERGROUND POWER LOCATE
- (E) OVERHEAD POWER
- (E) GAS LINE LOCATE
- (E) RAIL ROAD TRACK LINE



**CLIENT:**  
 TOM YOUMANS  
 995 OLNEY STREET  
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**UDELL ENGINEERING AND LAND SURVEYING, LLC**  
 63 EAST ASH ST.  
 LEBANON, OREGON 97355  
 (541) 451-5125 PH.  
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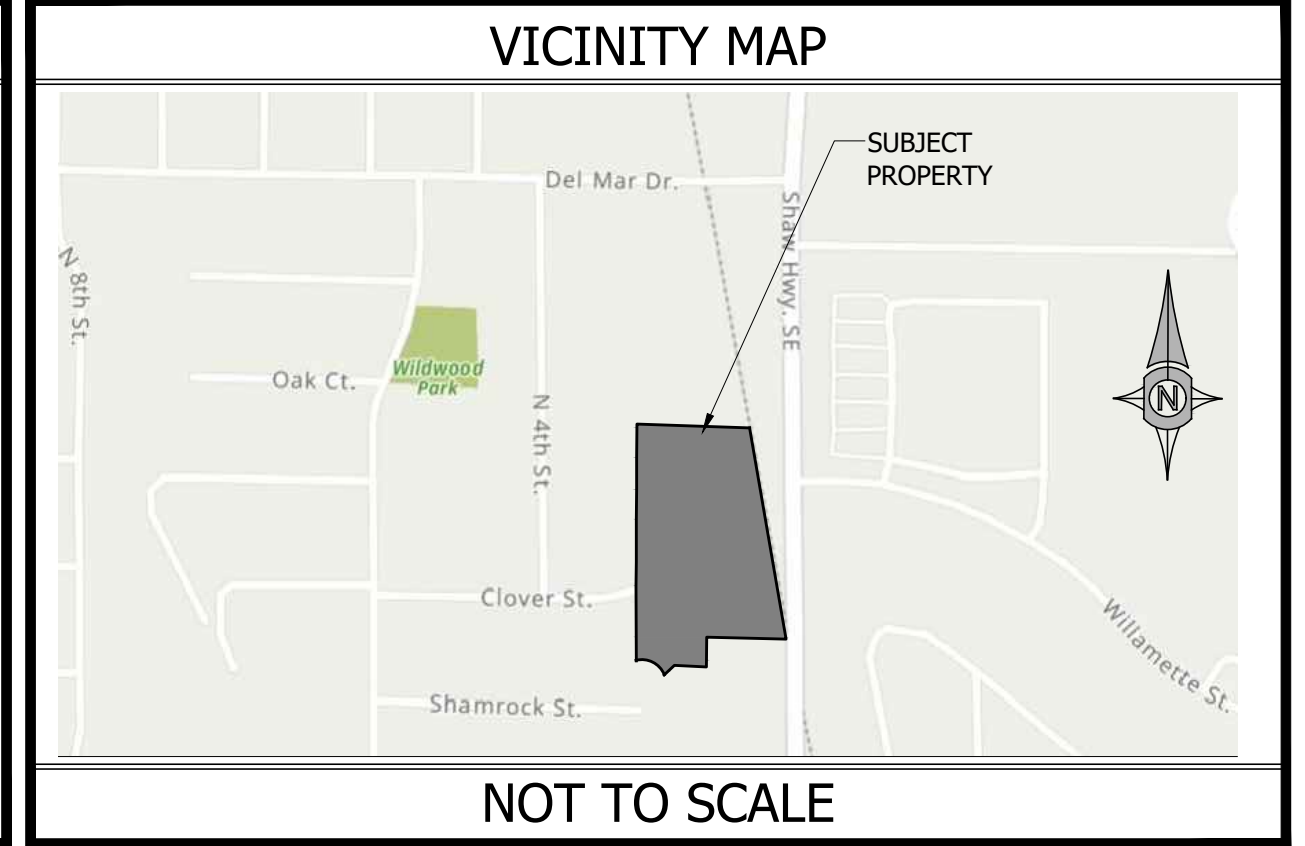
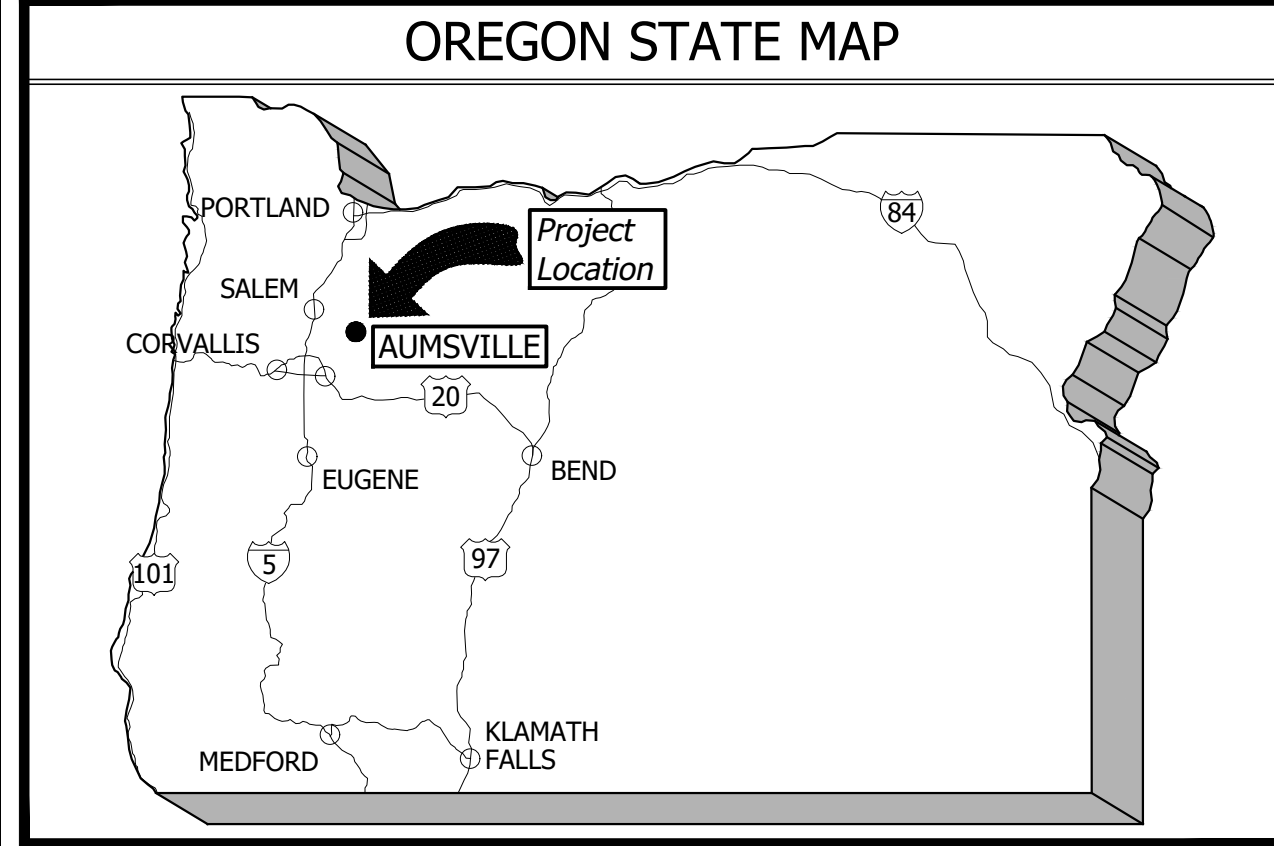
**TENTATIVE LOT LAYOUT**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-508 YOUMANS CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSU

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C1.1**  
 SCALE: SEE BARSCALE



**PROJECT AREA SUMMARY**  
 GROSS LAND AREA: 3.85 ± ACRES  
 RIGHT-OF-WAY DEDICATION: 0.84 ± ACRES  
 TRACT A: 0.26 ± ACRES  
 NET LAND AREA: 2.75 ± ACRES

**PROPERTY**  
 TAX MAP: 08S-02W-25DA  
 TAX LOT: 100, 200, 6600, 6700, 8300, 8400  
 SITE ADDRESS: CLOVER STREET  
 AUMSVILLE, OREGON

**OWNER/DEVELOPER**  
 TOM YOUMANS  
 995 OLNEY STREET  
 AUMSVILLE, OREGON 97325  
 (503) 580-9294  
 TRYOUMANS@GMAIL.COM

**DESIGN TEAM**  
**CIVIL ENGINEER**  
 UDELL ENGINEERING AND LAND SURVEYING, LLC  
 63 E. ASH STREET  
 LEBANON, OREGON 97355  
 (541) 451-5125  
**SURVEYOR**  
 UDELL ENGINEERING AND LAND SURVEYING, LLC  
 63 E. ASH STREET  
 LEBANON, OREGON 97355  
 (541) 451-5125  
**LAND USE PLANNER**  
 UDELL ENGINEERING AND LAND SURVEYING, LLC  
 63 E. ASH STREET  
 LEBANON, OREGON 97355  
 (541) 451-5125

(E) 10.0' WATERLINE EASEMENT REEL 1239, PAGE 757  
 (P) 40.0' CURB-TO-CURB  
 (P) 60.0' R/W

(P) 5.00' PRIVATE STORM DRAIN EASEMENT  
 (E) 10.0' PUBLIC WATERLINE & PUE PER R1

RONIGER  
 386 CLOVER STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6801  
 ZONE: RM  
 BAHR  
 385 SHAMROCK STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 8200  
 ZONE: RM

VINEY  
 NO ADDRESS  
 TAX MAP 8S-2W-25DA  
 TAX LOT 15400  
 ZONE: RM

(P) 10.0' PUE

LOT : 6  
 8100 S.F.

LOT : 7  
 8000 S.F.

LOT : 8  
 8000 S.F.

LOT : 9  
 8020 S.F.

LOT : 10  
 8062 S.F.

TRACT A  
 11491.13 SQ FT  
 0.26 ACRES  
 (FOR STORMWATER DETENTION)

YOUMANS  
 515 N 1st STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6700  
 ZONE: RM

YOUMANS  
 425 N 1st STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6803  
 ZONE: RM

LOT : 11  
 11962 S.F.

(E) 10.0' SANITARY SEWER EASEMENT VOL. 696, PG. 124

LOT : 12  
 8002 S.F.

LOT : 13  
 9848 S.F.

YOUMANS  
 374 SHAMROCK STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 8500  
 ZONE: RM

LOT : 5  
 10309 S.F.

LOT : 4  
 11189 S.F.

LOT : 3  
 12328 S.F.

LOT : 1  
 8162 S.F.

LOT : 2  
 9340 S.F.

LOT : 15  
 8149 S.F.

LOT : 14  
 8466 S.F.

(E) POWER EASEMENT

VAN NATTA  
 650 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 800  
 ZONE: RM

VAN NATTA  
 640 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 700  
 ZONE: RM

YOUMANS  
 630 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 600  
 ZONE: RM

YOUMANS  
 620 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 500  
 ZONE: RM

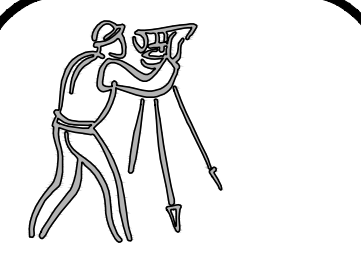
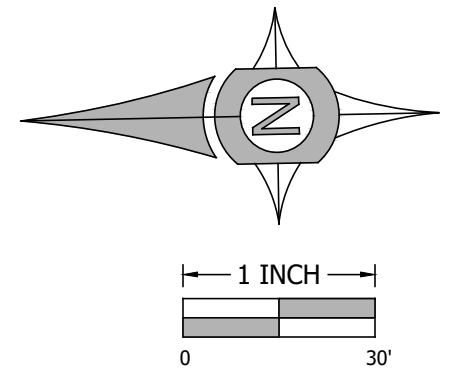
BEIDE  
 212 CLOVER STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 300  
 ZONE: RM

RONIGER  
 386 CLOVER STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6801  
 ZONE: RM

BAHR  
 385 SHAMROCK STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 8200  
 ZONE: RM

(E) SHAMROCK STREET

(E) CLOVER STREET



**CLIENT:**  
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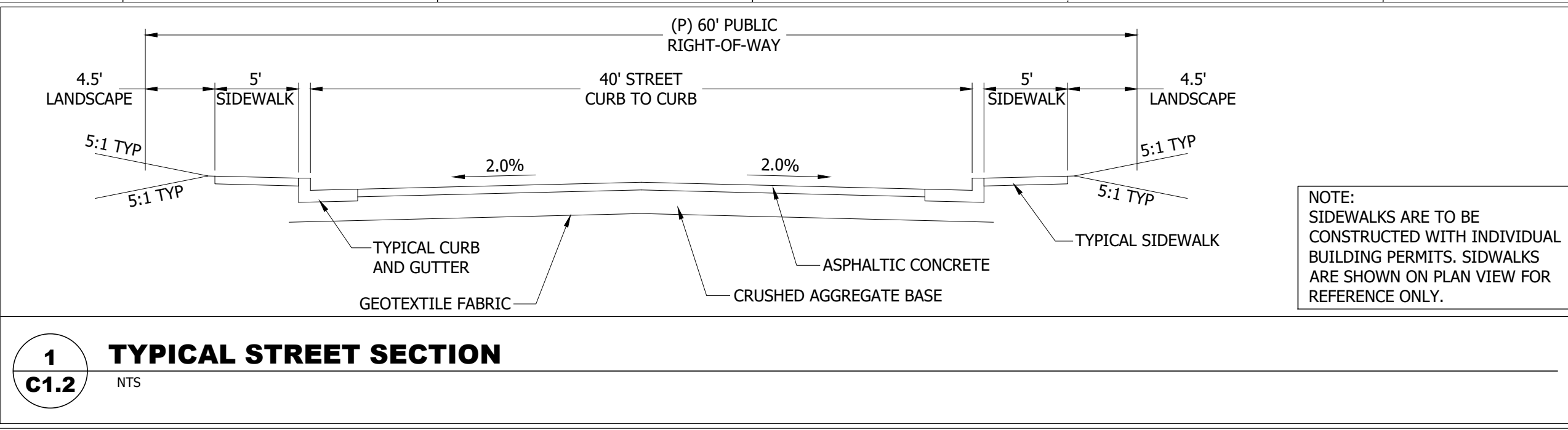
**PRELIMINARY CIVIL SITE PLAN**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-508 YOUNG'S CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSU

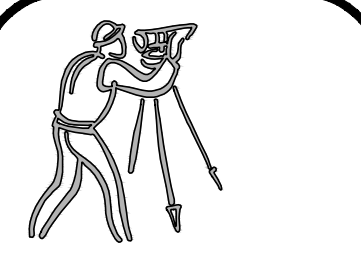
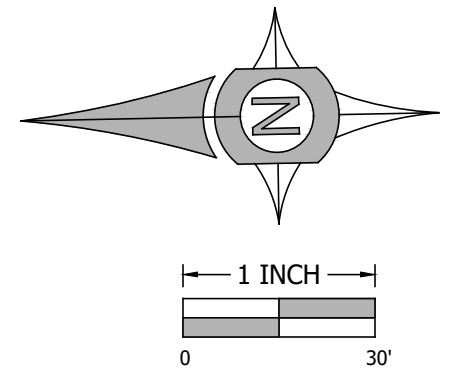
THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C1.2**  
 SCALE: SEE BARSCALE







**CLIENT:**  
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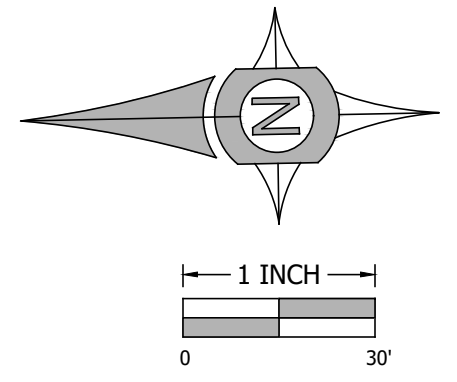
**PRELIMINARY DRIVEWAY PLAN**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-558 YOUNG'S CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSJ

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C1.3**  
 SCALE: SEE BARSCALE



**CLIENT:**  
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**UDELL ENGINEERING  
 AND  
 LAND SURVEYING, LLC**  
 63 EAST ASH ST.  
 LEBANON, OREGON 97355  
 (541) 451-5125 PH.  
 (541) 451-1366 FAX

**TREE REMOVAL PLAN**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700,  
 8300 & 8400  
 AUMSVILLE, OREGON

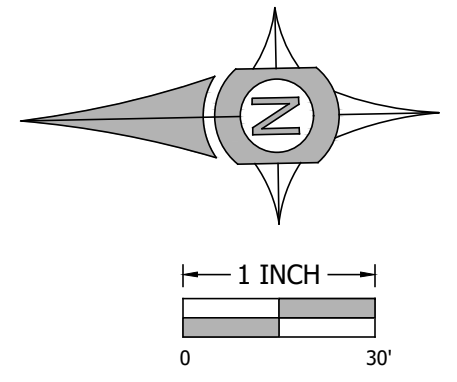
DATE: JULY 10, 2023  
 PROJECT: 22-558 YOUNG'S CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSJ

THIS MAP WAS  
 PREPARED FOR  
 PLANNING  
 PURPOSES ONLY

TREE LEGEND	
	EXISTING DECIDUOUS TREE TO REMAIN
	EXISTING EVERGREEN TREE TO REMAIN
	EXISTING TREE TO BE REMOVED

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C1.4**  
 SCALE: SEE BARSCALE



**CLIENT:**  
 TOM YOUNG  
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**UDELL ENGINEERING AND LAND SURVEYING, LLC**  
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 (541) 451-1366 FAX

**FIRE ACCESS PLAN**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-558 YOUNG'S CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSJ

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C1.5**  
 SCALE: SEE BARSCALE

VAN NATA  
 650 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 800  
 ZONE: RM

VAN NATA  
 640 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 700  
 ZONE: RM

YOUNG  
 630 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 600  
 ZONE: RM

YOUNG  
 620 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 500  
 ZONE: RM

BEIDE  
 212 CLOVER STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 300  
 ZONE: RM

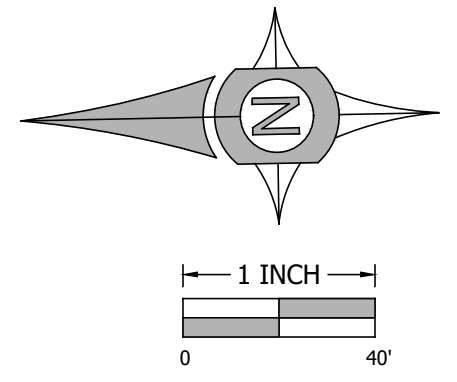
RONIGER  
 396 CLOVER STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6801  
 ZONE: RM

BAHR  
 385 SHAMROCK STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 8200  
 ZONE: RM

YOUNG  
 515 N 1st STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6700  
 ZONE: RM

YOUNG  
 425 N 1st STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6803  
 ZONE: RM

YOUNG  
 374 SHAMROCK STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 8500  
 ZONE: RM

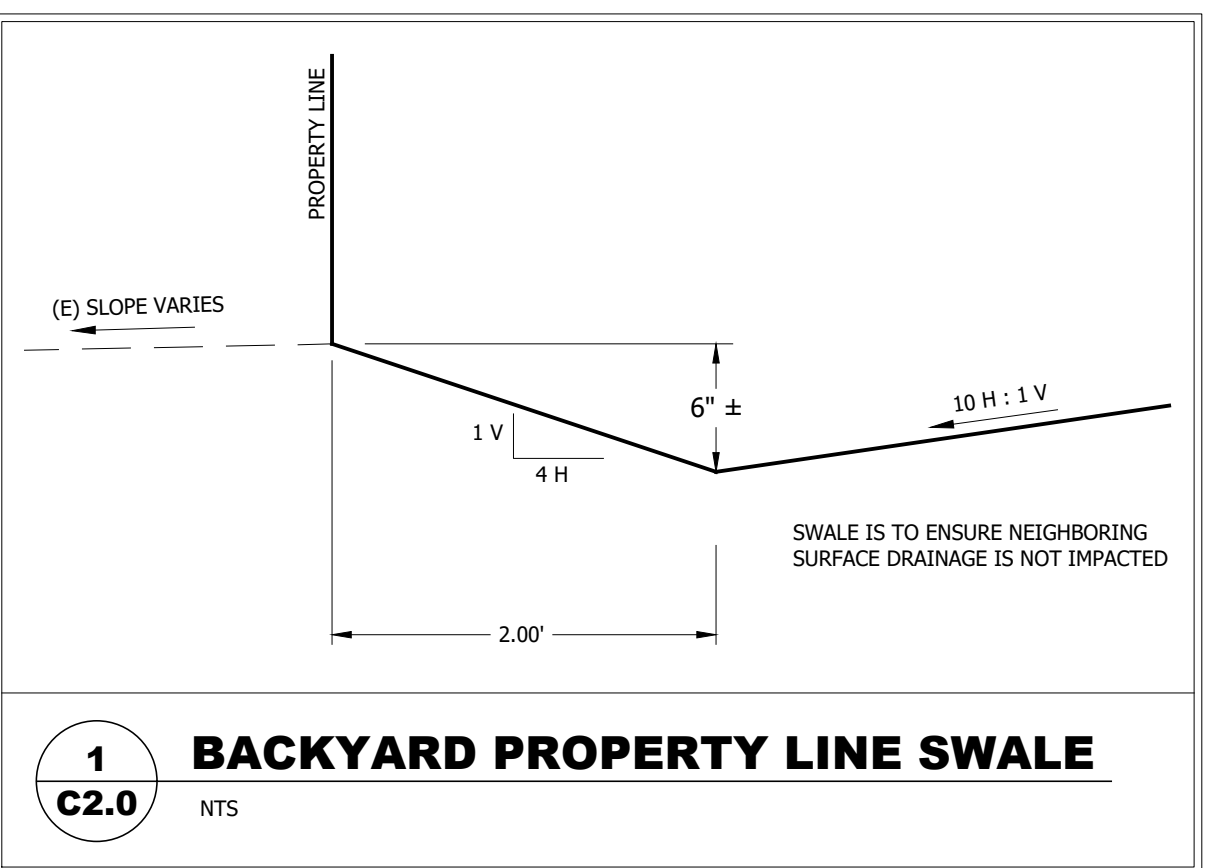


**STORM DRAIN NOTES**

- 1 CORE DRILL EXISTING PUBLIC STORM DRAIN MANHOLE TO ACCEPT NEW 15-INCH PUBLIC STORM DRAIN PIPE.
- 2 INSTALL PUBLIC STORM DRAIN PIPE - SIZE AS NOTED.
- 3 INSTALL PUBLIC STORM DRAIN MANHOLE.
- 4 INSTALL PUBLIC FLOW CONTROL MANHOLE.
- 5 INSTALL BACKYARD PROPERTY LINE SWALE PER DETAIL THIS SHEET.
- 6 INSTALL PUBLIC STORM DRAIN CATCH BASIN.
- 7 INSTALL PUBLIC STORM DRAIN OUTLET.
- 8 INSTALL STORM DRAIN DETENTION POND.
- 9 INSTALL PUBLIC STORM DRAIN CLEAN-OUT.
- 10 INSTALL PRIVATE LANDSCAPE DRAIN.

**STORMWATER NOTE:**

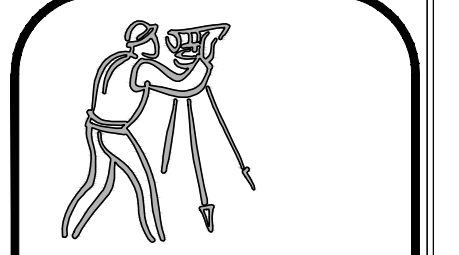
STORMWATER MANAGEMENT IS PROPOSED TO INCLUDE STORMWATER DETENTION FOR A POST-DEVELOPED 50-YEAR STORM EVENT WHILE RELEASING FLOW EQUIVALENT TO THAT GENERATED BY A PRE-DEVELOPMENT 5-YEAR STORM EVENT.



**GRADING LEGEND**

- 362 — - EXISTING SURFACE CONTOUR ELEVATION
- - EXISTING SURFACE DRAIN DIRECTION
- - DESIGN SURFACE DRAIN DIRECTION

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023



**CLIENT:**  
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995 OLNEY STREET  
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(503) 580-9294

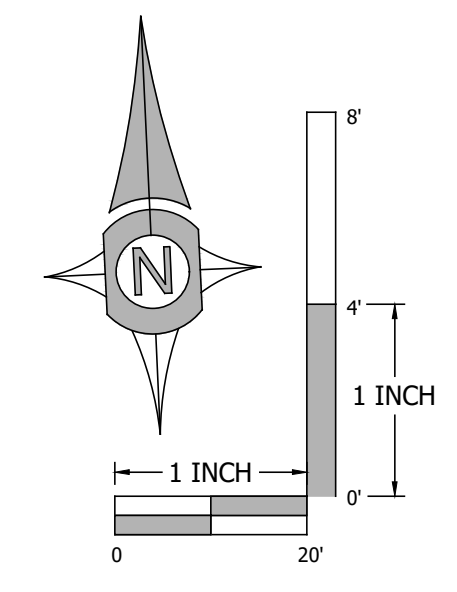
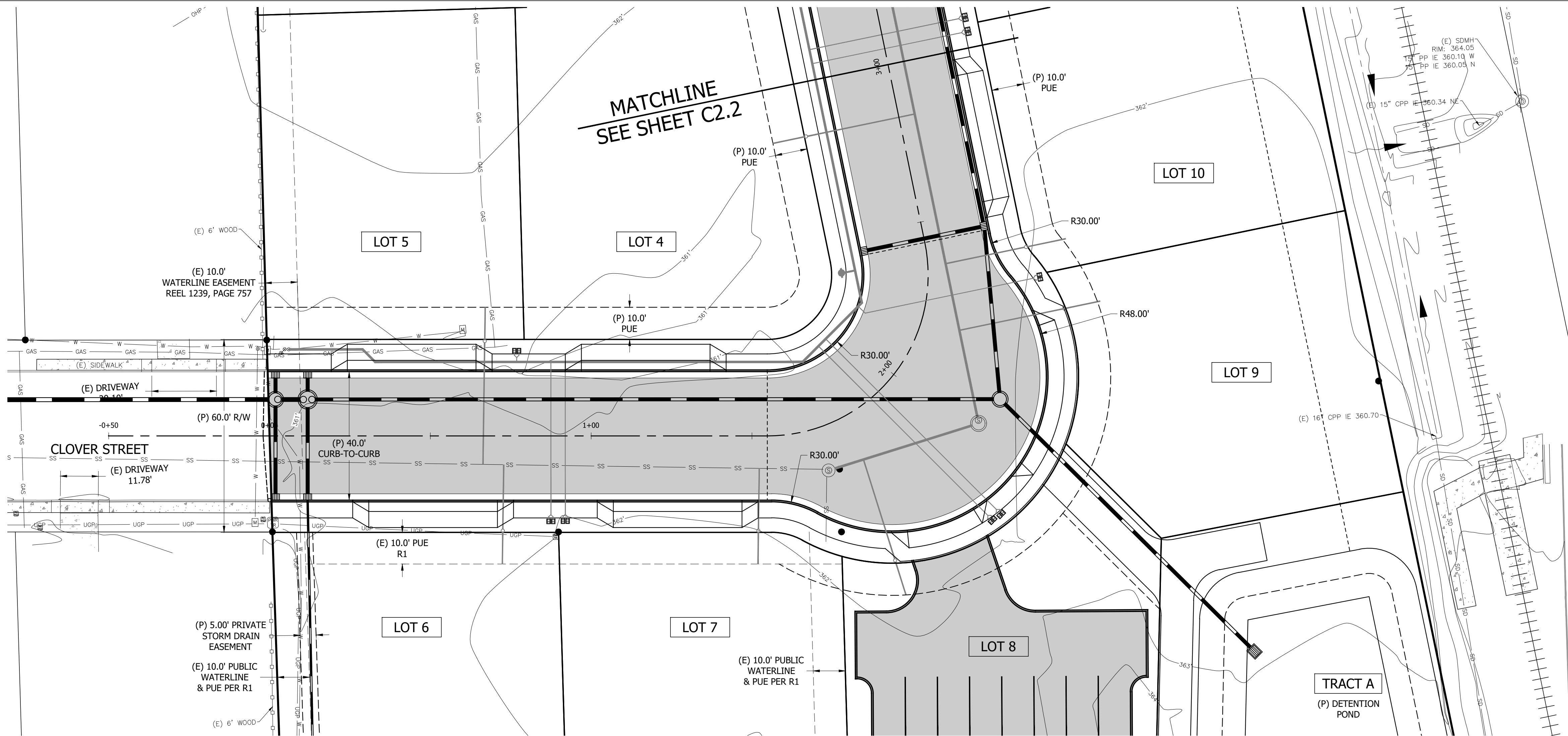
**UDELL ENGINEERING AND LAND SURVEYING, LLC**  
63 EAST ASH ST.  
LEBANON, OREGON 97355  
(541) 451-5125 PH.  
(541) 451-1366 FAX

**PRELIMINARY GRADING/DRAINAGE PLAN**  
MAP 08S-02W-25DA  
TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
AUMSVILLE, OREGON

DATE: JULY 10, 2023  
PROJECT: 22-258 YOUNG'S CLOVER STREET  
DRAWN BY: MLM  
CHECKED BY: BSJ

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

Sheet **C2.0**  
SCALE: SEE BARSCALE



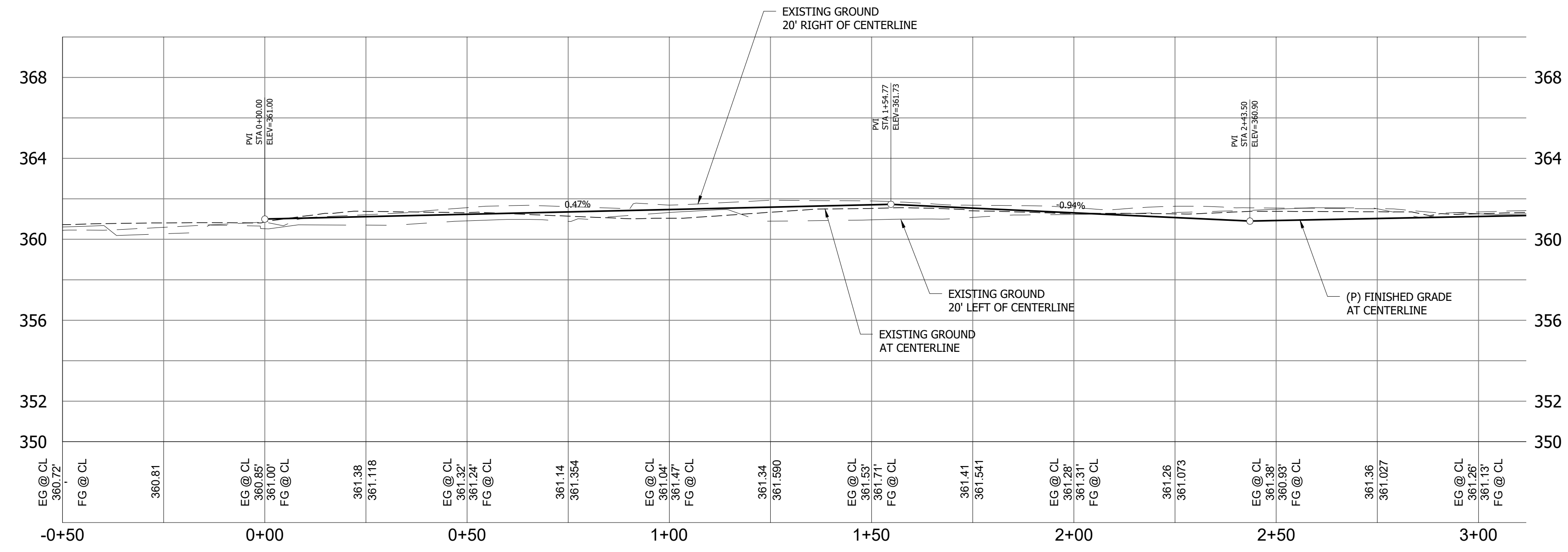
**CLIENT:**  
**TOM YOUNG**  
 995 OLNEY STREET  
 AUMSVILLE, OREGON 97325  
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**UDELL ENGINEERING AND LAND SURVEYING, LLC**  
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**CLOVER STREET PLAN & PROFILE**  
**MAP 08S-02W-25DA**  
**TAX LOTS 100, 200, 6600, 6700, 8300 & 8400**  
**AUMSVILLE, OREGON**

**DATE:** JULY 10, 2023  
**PROJECT:** 22-558 YOUNG'S CLOVER STREET  
**DRAWN BY:** MLM  
**CHECKED BY:** BSJ

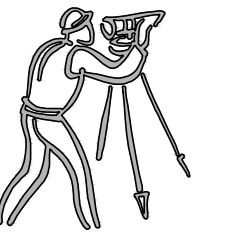
**THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY**



PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

**Sheet C2.1**

**SCALE: SEE BARSCALE**



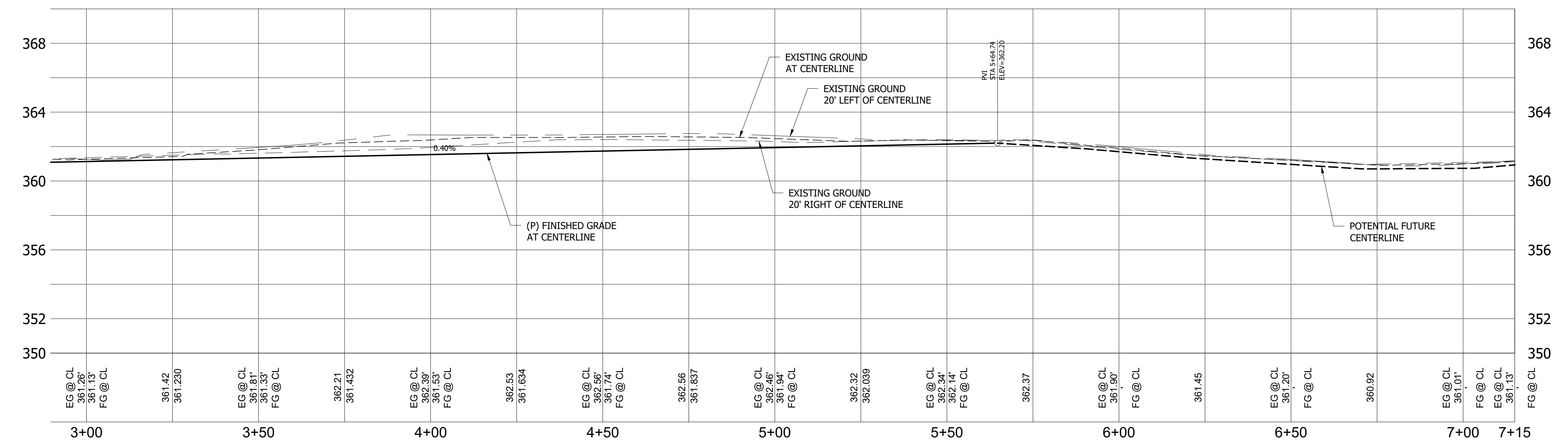
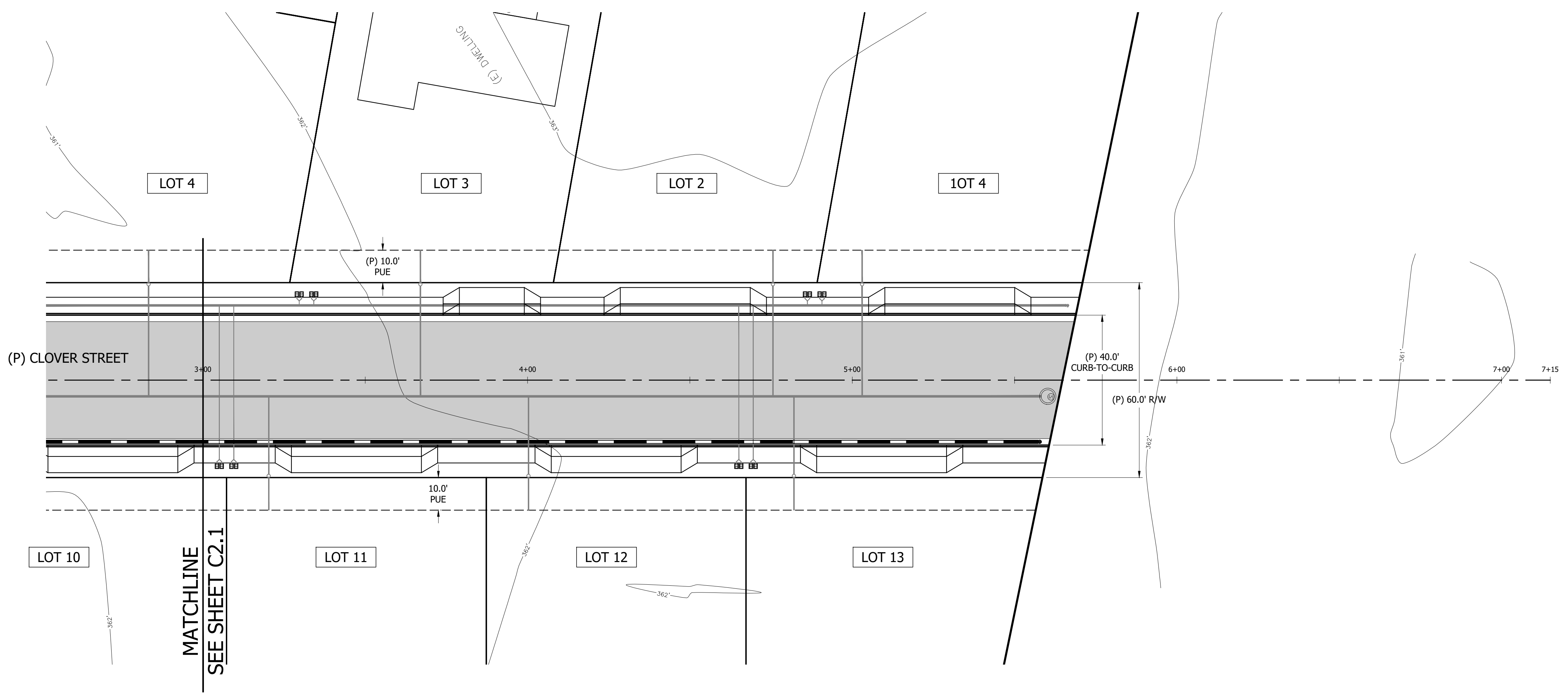
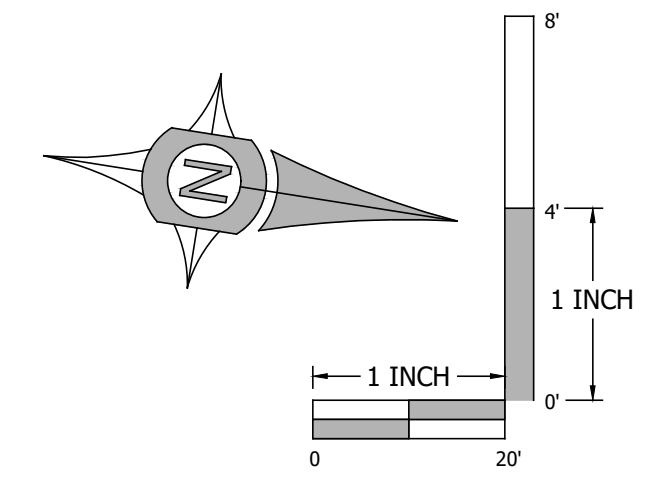
**CLIENT:**  
 TOM YOUNG  
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 AUMSVILLE, OREGON 97325  
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**UDELL ENGINEERING AND LAND SURVEYING, LLC**  
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**CLOVER STREET PLAN & PROFILE**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-558 YOUNG'S CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: RBV

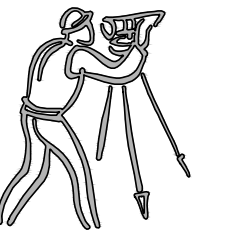
THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY



PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C2.2**

SCALE: SEE BARS SCALE



CLIENT:  
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(503) 580-9294

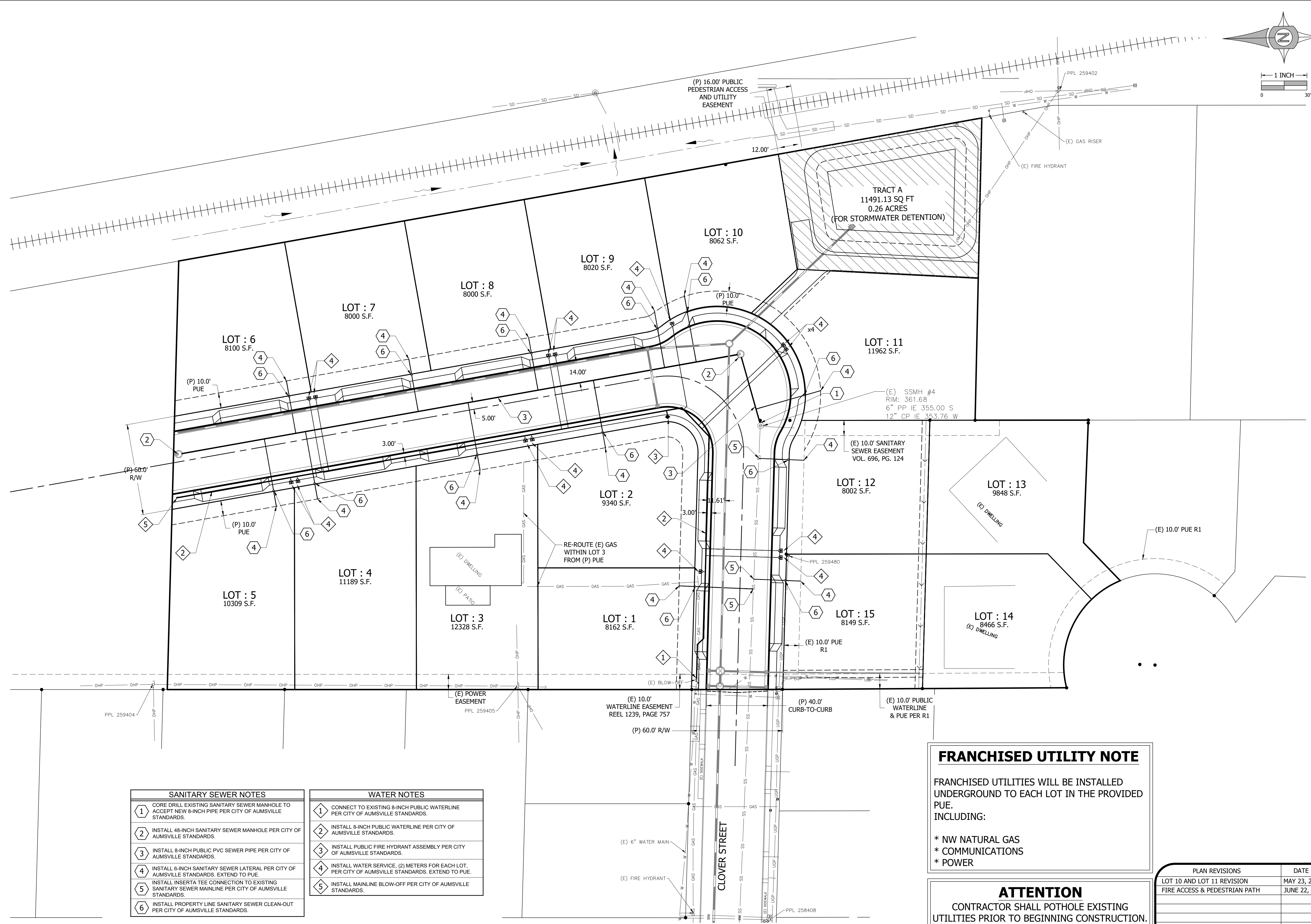
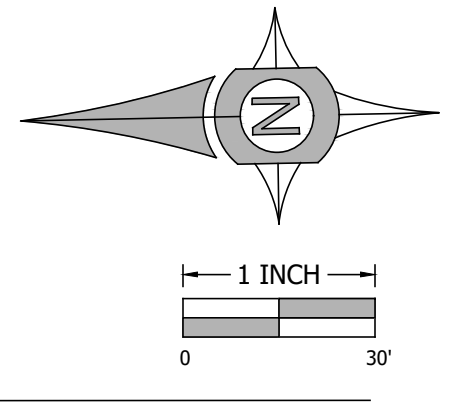
UDELL ENGINEERING  
AND  
LAND SURVEYING, LLC  
63 EAST ASH ST.  
LEBANON, OREGON 97355  
(541) 451-5125 PH.  
(541) 451-1366 FAX

PRELIMINARY UTILITY PLAN  
MAP 08S-02W-25DA  
TAX LOTS 100, 200, 6600, 6700,  
8300 & 8400  
AUMSVILLE, OREGON

DATE: JULY 10, 2023  
PROJECT: 22-508 YOUNG'S CLOVER STREET  
DRAWN BY: MLM  
CHECKED BY: BSJ

THIS MAP WAS  
PREPARED FOR  
PLANNING  
PURPOSES ONLY

Sheet **C4.0**  
SCALE: SEE BARSCALE



SANITARY SEWER NOTES	
1	CORE DRILL EXISTING SANITARY SEWER MANHOLE TO ACCEPT NEW 8-INCH PIPE PER CITY OF AUMSVILLE STANDARDS.
2	INSTALL 48-INCH SANITARY SEWER MANHOLE PER CITY OF AUMSVILLE STANDARDS.
3	INSTALL 8-INCH PUBLIC PVC SEWER PIPE PER CITY OF AUMSVILLE STANDARDS.
4	INSTALL 6-INCH SANITARY SEWER LATERAL PER CITY OF AUMSVILLE STANDARDS. EXTEND TO PUE.
5	INSTALL INSERTA TEE CONNECTION TO EXISTING SANITARY SEWER MAINLINE PER CITY OF AUMSVILLE STANDARDS.
6	INSTALL PROPERTY LINE SANITARY SEWER CLEAN-OUT PER CITY OF AUMSVILLE STANDARDS.

WATER NOTES	
1	CONNECT TO EXISTING 8-INCH PUBLIC WATERLINE PER CITY OF AUMSVILLE STANDARDS.
2	INSTALL 8-INCH PUBLIC WATERLINE PER CITY OF AUMSVILLE STANDARDS.
3	INSTALL PUBLIC FIRE HYDRANT ASSEMBLY PER CITY OF AUMSVILLE STANDARDS.
4	INSTALL WATER SERVICE, (2) METERS FOR EACH LOT, PER CITY OF AUMSVILLE STANDARDS. EXTEND TO PUE.
5	INSTALL MAINLINE BLOW-OFF PER CITY OF AUMSVILLE STANDARDS.

**FRANCHISED UTILITY NOTE**  
FRANCHISED UTILITIES WILL BE INSTALLED UNDERGROUND TO EACH LOT IN THE PROVIDED PUE.  
INCLUDING:  
\* NW NATURAL GAS  
\* COMMUNICATIONS  
\* POWER

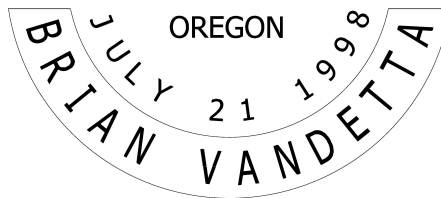
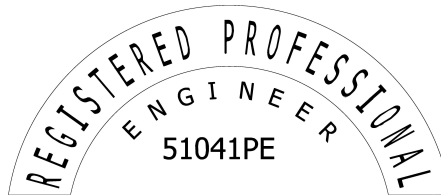
**ATTENTION**  
CONTRACTOR SHALL POTHOLE EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. REPORT FINDINGS TO ENGINEER.

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Youman Clover St Subdivision Project

**PRELIMINARY STORMWATER REPORT  
*STORMWATER FLOW CONTROL & DETENTION***

REVISED JULY 2, 2023  
TAX MAP 8S-02W-25DA  
TAX LOTS 100, 200, 6600, 6700, 8300, 8400  
UNASSIGNED ADDRESS  
Aumsville, Oregon 97325



RENEWAL JUNE 30, 2024

PREPARED BY:



UDELL ENGINEERING & LAND SURVEYING, LLC  
63 EAST ASH ST.  
LEBANON, OR 97355



**Site Name:** **YOUMAN' CLOVER ST SUBDIVISION**

**Property Location:** **UNASSIGNED ADDRESS**  
**8S-02W-25DA**  
**Tax Lots 100, 200, 6600, 6700, 8300, 8400**

**Site Property Owner:** **Thomas Youmans**  
**995 Onley Dr**  
**Aumsville, Oregon 97325**

**Applicant:** **Thomas Youmans**  
**995 Onley Dr**  
**Aumsville, Oregon 97325**

**Engineer:** **Udell Engineering & Land Surveying, LLC**  
**63 East Ash St.**  
**Lebanon, Oregon 97355**

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<b>2.0 Site Description</b> .....	<b>1</b>
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<b>4.0 Design Methodology and Calculations</b> .....	<b>2</b>
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## **1.0 Purpose of Report**

Udell Engineering and Land Surveying, LLC, abbreviated UELS, was consulted by the owner/developer, Thomas Youmans, to develop a Stormwater Report for the proposed residential subdivision at the east end of Clover Street in Aumsville, Oregon. The proposed development is on multiple tax lots totaling approximately 3.85 acres. Approximately 3.0 acres currently drains to the Clover Street stormwater system owned and maintained by the City of Aumsville. Approximately 0.85 acres currently drains north and east into the railroad right of way. The purpose of this report is to demonstrate water quantity for the proposed improvements to the site generally conform with the City of Aumsville's post construction stormwater management standards. UELS will follow City of Aumsville Design Standards to provide stormwater flow control and onsite detention storage for the proposed development.

## **2.0 Site Description**

The project is located on across multiple tax lots totaling approximately 3.85-acres. The site is located at the east end of Clover Street and west of the railroad right of way and 1<sup>st</sup> Avenue. The site has two existing single-family dwellings and vacant un-grazed meadow land. Of the 3.85 acres of land approximately 3.0 acres surface drains stormwaters into the end of Clover Street to find its way into the City of Aumsville piped stormwater system. The remaining 0.85 acres surface drains north and east onto neighboring properties and eventually ending up in the existing ditch in the railroad right of way.

## **3.0 Proposed Stormwater Facility Improvements**

The proposed stormwater system is designed following City of Aumsville's design standards for stormwater management of stormwater quantity. The proposed stormwater system will release developed stormwaters west into the existing City of Aumsville piped stormwater system at pre-development rate for a 5-year storm event. The discharge rate calculated will be limited to 3.0 acres of contributing pre-development land as that is the amount of land from the site that currently discharges into the Clover Street system. The release rate will be controlled by a flow control orifice inside of a flow control manhole. Stormwater detention will be provided in an above ground off-line dry detention pond with capacity to store the volume necessary during a post-development 25-year storm event. Both the proposed release rate and detention volume meet the City of Aumsville Design Standards.

## 4.0 Design Methodology and Calculations

### 4.1 Water Quality (NOT REQUIRED)

### 4.2 Detention Calculations

In order to determine the capacity of the proposed stormwater detention facility, UELS used the SBUH method to build a hydrologic model using HydroCAD software Version 10.00-26: The software model is comprised of 4 types of nodes: sub-catchments, reaches, links, and ponds.

Sub-catchment nodes model the basin areas of land that receive rainfall during a storm. They generate runoff hydrographs based on several factors, including the modified surface runoff curve numbers, time of concentration, and design storms. For this model, UELS used curve numbers built into the software for the varying types of area with the contributing basin, pre-developed and post-developed. For the post-construction basin, UELS input parameters into the software to calculate the time of concentration for the drainage basin. The 24hr design storm values used in the model were taken from The City of Aumsville engineering standards and are shown in Table 1 below.

In HydroCAD, reach nodes are used to model open channel flow through uniform pipes and channels. Each node takes incoming flows and runs them through manning's equation. UELS used reach nodes for each mainline in the project not used for detention. (NONE USED IN THIS REPORT)

The purpose of link nodes in the model is to combine runoff from multiple sub-catchments without the use of a reach or pond. Link nodes are transparent; they do not alter incoming hydrographs entering. (NONE USED IN THIS REPORT)

In this hydrologic model, UELS used a pond node to model stormwater detention in the above ground ponding facility. The post-developed flows for the site will be metered with the use of one flow control orifice, constructed inside a manhole near the west property line of the development in Clover Street. The detention system is designed as an off-line above ground ponding system to provide storage for the 25-yr. storm event. Off-line, meaning the pond will not pass stormwaters through it during lesser storm events and only receive stormwaters when the flow control orifice capacity is exceeded via backwater surcharge. Should the flow control and detention systems fail or be exceeded the stormwater will bypass the flow control orifice by overflowing the catch basins connected to the flow control manhole and flow downstream in the street gutter. The overflowing stormwaters will re-enter the piped stormwater system through catch basins downstream of the flow control orifice.

The following table displays the input parameters that UELS used in the HydroCAD model. See proposed Storm Drainage and Grading Plans for the post-construction site.

**Table 1, Input Parameters used for Hydrologic Analysis**

Parameter	Value	Source
Modified Curve Numbers	Varies	SCS/NRCS TR-55
Rainfall Distribution	Type 1A	SCS/NRCS
Hydrologic Soil Group	D	Web-Soil Survey
5yr., 24 hr Design Storm	2.90 in	Aumsville Standards
25yr., 24 hr Design Storm	3.80 in	Aumsville Standards

The following table displays the results of the hydrologic calculations. See Appendices B & C for all input and output data from the HydroCAD models.

**Table 2  
Comparison Pre-Development, Existing Conditions, Post Development Release Rates**

Storm Event	Existing Conditions (cfs)	Pre-Development Conditions (cfs)	Post-Development Conditions (cfs)
5-Year	0.44	0.38	
25-Year			0.37

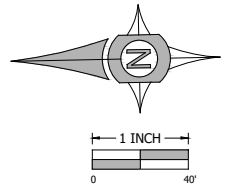
**Table 3, Detention Volume Summary**

Storm Event	Required Volume (cf)	Provided Volume (cf)	Peak Pond Elevation
25-Year	11,137	30,032	360.33'

## 5.0 Conclusion

UELS prepared this preliminary stormwater report for the proposed Youman’s Clover Street Subdivision development to generally conform with the City of Aumsville’s, Stormwater Management Engineering Standards. The body of this report provides detailed parameters and design criteria that demonstrate conformance with design standards set forth in the Engineering Standards. Based on the information within this report and the analysis provided, UELS believes that the stormwater management plan for the proposed development meets or exceeds City of Aumsville’s Stormwater Management Engineering Standards with respect to flow control and stormwater quantity. The Post-Development release rate for a 25-year storm event will be less than the Pre-Development release rate for a 5-year storm event. In addition the Post-Development release rate for a 25-year storm event will be approximately 16% less than the Existing Conditions release rate for a 5-year storm event.

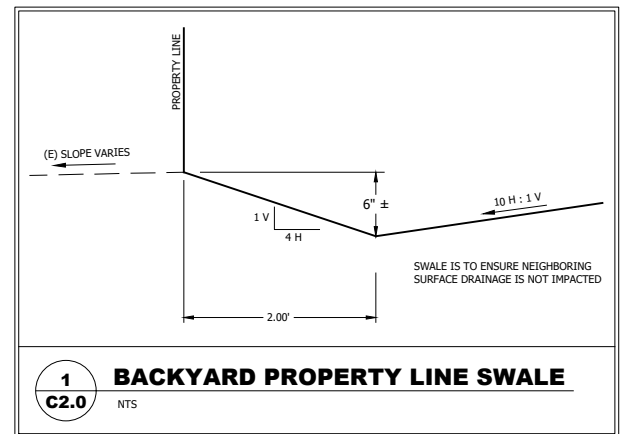
**APPENDIX A**  
**PRELIMINARY SITE DEVELOPMENT PLANS**



**STORM DRAIN NOTES**

- 1 CORE DRILL EXISTING PUBLIC STORM DRAIN MANHOLE TO ACCEPT NEW 15-INCH PUBLIC STORM DRAIN PIPE.
- 2 INSTALL PUBLIC STORM DRAIN PIPE - SIZE AS NOTED.
- 3 INSTALL PUBLIC STORM DRAIN MANHOLE.
- 4 INSTALL PUBLIC FLOW CONTROL MANHOLE.
- 5 INSTALL BACKYARD PROPERTY LINE SWALE PER DETAIL THIS SHEET.
- 6 INSTALL PUBLIC STORM DRAIN CATCH BASIN.
- 7 INSTALL PUBLIC STORM DRAIN OUTLET.
- 8 INSTALL STORM DRAIN DETENTION POND.
- 9 INSTALL PUBLIC STORM DRAIN CLEAN-OUT.
- 10 INSTALL PRIVATE LANDSCAPE DRAIN.

**STORMWATER NOTE:**  
 STORMWATER MANAGEMENT IS PROPOSED TO INCLUDE STORMWATER DETENTION FOR A POST-DEVELOPED 50-YEAR STORM EVENT WHILE RELEASING FLOW EQUIVALENT TO THAT GENERATED BY A PRE-DEVELOPMENT 5-YEAR STORM EVENT.



**GRADING LEGEND**

- 362 — - EXISTING SURFACE CONTOUR ELEVATION
- - EXISTING SURFACE DRAIN DIRECTION
- ➔ - DESIGN SURFACE DRAIN DIRECTION

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023
EXISTING DRAINAGE 3.0 ACRES	JUNE 30, 2023



**CLIENT:**  
 TOM YOUNG  
 995 OLNEY STREET  
 AUMSVILLE, OREGON 97325  
 (503) 580-9294

**UDELL ENGINEERING AND LAND SURVEYING, LLC**  
 63 EAST ASH ST.  
 LEBANON, OREGON 97355  
 (541) 451-5125 PH.  
 (541) 451-1366 FAX

**PRELIMINARY GRADING/DRAINAGE PLAN**  
 MAP 085-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-588 YOUNG'S CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSU

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

Sheet **SW2.0**  
 SCALE: SEE BARSCALE

**APPENDIX B**  
**PRE-DEVELOPMENT BASIN MAP**  
**AND**  
**HYDROCAD SBUH HYDROLOGIC PRE-DEVELOPMENT MODEL**  
**AND**  
**HYDROCAD SBUH HYDROLOGIC EXISTING CONDITIONS MODEL**





**CLIENT:**  
TOM YOUNAMS  
995 OLNEY STREET  
AUMSVILLE, OREGON 97325  
(503) 580-9294

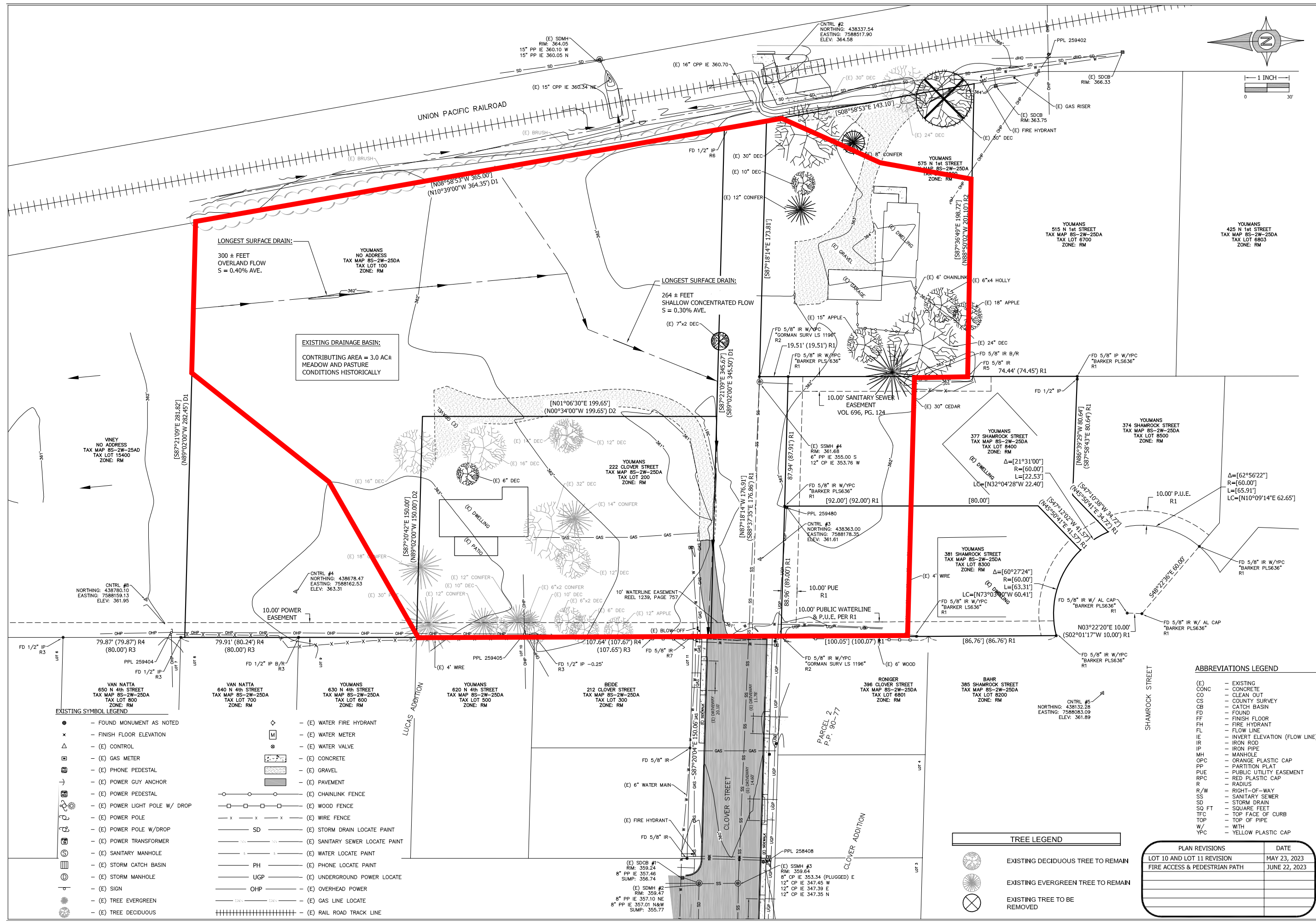
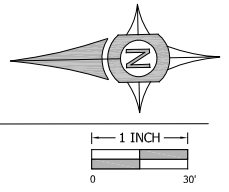
**UDELL ENGINEERING AND LAND SURVEYING, LLC**  
63 EAST ASH ST.  
LEBANON, OREGON 97355  
(541) 451-5125 PH.  
(541) 451-1366 FAX

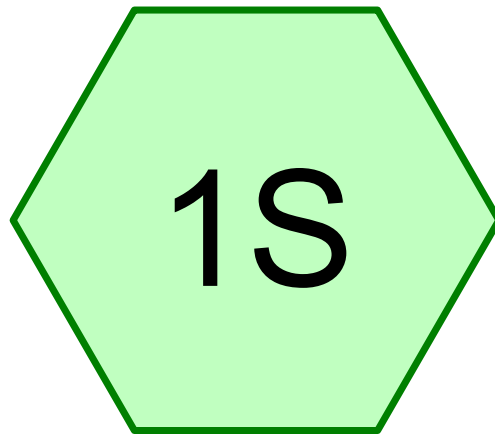
**EXISTING CONDITIONS/DEMO PLAN**  
MAP 08S-02W-25DA  
TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
AUMSVILLE, OREGON

DATE: JUNE 22, 2023  
PROJECT: 22-358 YOUNAMS CLOVER STREET  
DRAWN BY: MLH  
CHECKED BY: BSJ

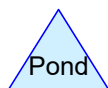
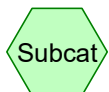
**THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY**

Sheet **SW1.0**  
SCALE: SEE BARSCALE





# Pre-Developed Conditions



## 22-358 Pre Development Model

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Page 2

### Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
5,227	74	Pasture/grassland/range, Good, HSG C (1S)
125,453	80	Pasture/grassland/range, Good, HSG D (1S)

## 22-358 Pre Development Model

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Page 3

### Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
0	HSG A	
0	HSG B	
5,227	HSG C	1S
125,453	HSG D	1S
0	Other	

## 22-358 Pre Development Model

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### Ground Covers (all nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover
0	0	5,227	125,453	0	130,680	Pasture/grassland/range, Good

**22-358 Pre Development Model**

*Type IA 24-hr 5-Year Storm Rainfall=2.90"*

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Time span=0.00-36.00 hrs, dt=0.05 hrs, 721 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment 1S: Pre-Developed**

Runoff Area=3.000 ac 0.00% Impervious Runoff Depth=1.18"  
Flow Length=564' Tc=55.8 min CN=80/0 Runoff=0.38 cfs 12,801 cf

**22-358 Pre Development Model**

Type IA 24-hr 5-Year Storm Rainfall=2.90"

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**Summary for Subcatchment 1S: Pre-Developed Conditions**

Runoff = 0.38 cfs @ 8.34 hrs, Volume= 12,801 cf, Depth= 1.18"

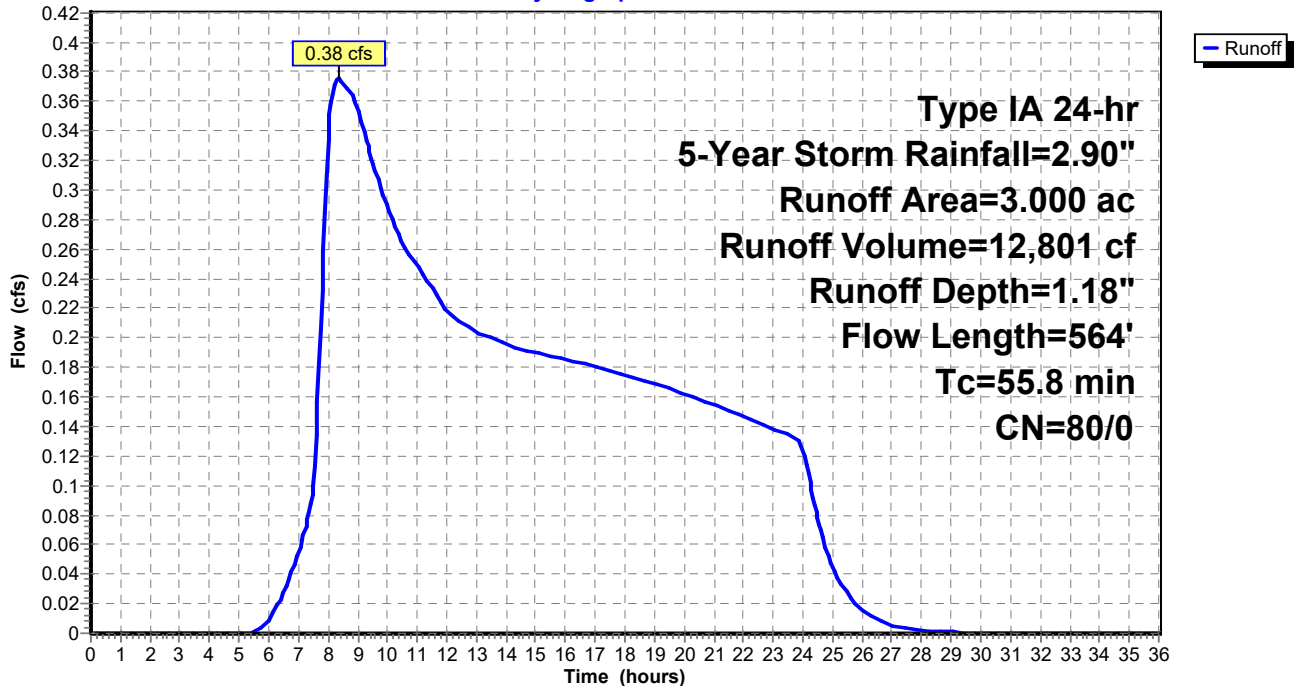
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Type IA 24-hr 5-Year Storm Rainfall=2.90"

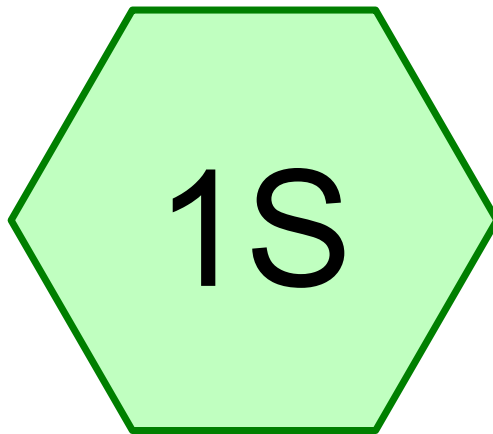
Area (ac)	CN	Description
2.880	80	Pasture/grassland/range, Good, HSG D
0.120	74	Pasture/grassland/range, Good, HSG C
3.000	80	Weighted Average
3.000	80	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
50.8	300	0.0040	0.10		<b>Sheet Flow,</b> Grass: Short n= 0.150 P2= 2.50"
5.0	264	0.0030	0.88		<b>Shallow Concentrated Flow,</b> Unpaved Kv= 16.1 fps
55.8	564	Total			

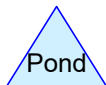
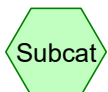
**Subcatchment 1S: Pre-Developed Conditions**

Hydrograph





# Existing Conditions





## 22-358 Existing Conditions Model

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### Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
6,534	96	Gravel surface, HSG D (1S)
5,227	74	Pasture/grassland/range, Good, HSG C (1S)
114,127	80	Pasture/grassland/range, Good, HSG D (1S)
871	98	Paved parking, HSG D (1S)
3,920	98	Roofs, HSG D (1S)

## 22-358 Existing Conditions Model

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### Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
0	HSG A	
0	HSG B	
5,227	HSG C	1S
125,453	HSG D	1S
0	Other	

## 22-358 Existing Conditions Model

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### Ground Covers (all nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover
0	0	0	6,534	0	6,534	Gravel surface
0	0	5,227	114,127	0	119,354	Pasture/grassland/range, Good
0	0	0	871	0	871	Paved parking
0	0	0	3,920	0	3,920	Roofs

**22-358 Existing Conditions Model**

*Type IA 24-hr 5-Year Storm Rainfall=2.90"*

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Time span=0.00-36.00 hrs, dt=0.05 hrs, 721 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment 1S: Existing Conditions**

Runoff Area=3.000 ac 3.67% Impervious Runoff Depth=1.29"

Flow Length=564' Tc=55.8 min CN=81/98 Runoff=0.44 cfs 14,044 cf

**22-358 Existing Conditions Model**

Type IA 24-hr 5-Year Storm Rainfall=2.90"

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**Summary for Subcatchment 1S: Existing Conditions**

Runoff = 0.44 cfs @ 8.30 hrs, Volume= 14,044 cf, Depth= 1.29"

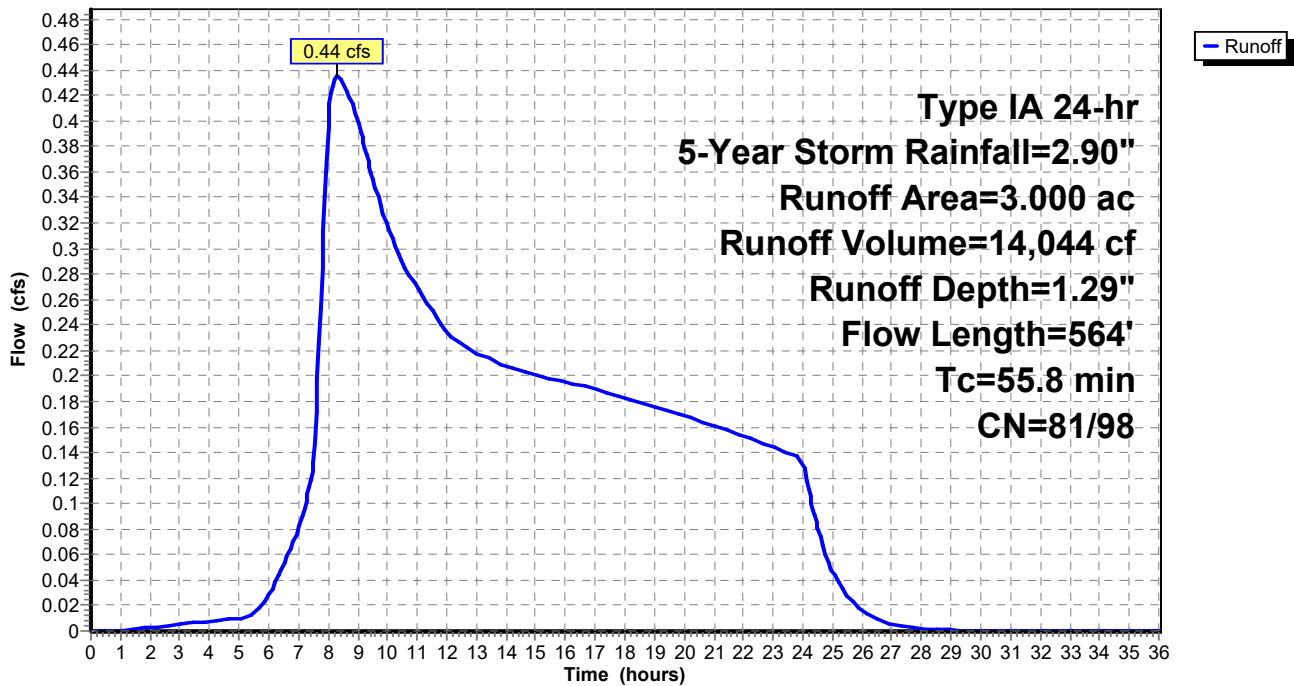
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 5-Year Storm Rainfall=2.90"

Area (ac)	CN	Description
2.620	80	Pasture/grassland/range, Good, HSG D
0.120	74	Pasture/grassland/range, Good, HSG C
0.090	98	Roofs, HSG D
0.020	98	Paved parking, HSG D
0.150	96	Gravel surface, HSG D
3.000	81	Weighted Average
2.890	81	96.33% Pervious Area
0.110	98	3.67% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
50.8	300	0.0040	0.10		<b>Sheet Flow,</b> Grass: Short n= 0.150 P2= 2.50"
5.0	264	0.0030	0.88		<b>Shallow Concentrated Flow,</b> Unpaved Kv= 16.1 fps
55.8	564	Total			

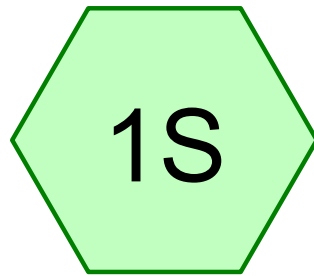
**Subcatchment 1S: Existing Conditions**

Hydrograph

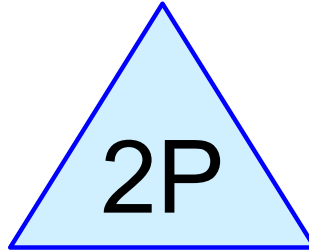


# **APPENDIX C**

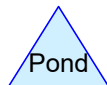
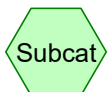
## **POST-DEVELOPMENT HYDROCAD SBUH HYDROLOGIC MODELS**



Developed Subdivision



Detention Pond



## 22-358 Post Development Model

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Page 2

### Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
167,706	85	1/8 acre lots, 65% imp, HSG B (1S)



## 22-358 Post Development Model

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Page 3

### Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
0	HSG A	
167,706	HSG B	1S
0	HSG C	
0	HSG D	
0	Other	

## 22-358 Post Development Model

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Page 4

### Ground Covers (all nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover
0	167,706	0	0	0	167,706	1/8 acre lots, 65% imp

Subca  
Numb

**22-358 Post Development Model**

*Type IA 24-hr 25-Year Storm Rainfall=3.80"*

Prepared by Udell Engineering and Land Surveying, LLC

Printed 7/9/2023

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Time span=0.00-36.00 hrs, dt=0.05 hrs, 721 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment 1S: Developed Subdivision** Runoff Area=3.850 ac 65.00% Impervious Runoff Depth=2.57"  
Tc=10.0 min CN=61/98 Runoff=2.19 cfs 35,878 cf

**Pond 2P: Detention Pond** Peak Elev=360.33' Storage=11,137 cf Inflow=2.19 cfs 35,878 cf  
Outflow=0.37 cfs 35,878 cf

**22-358 Post Development Model**

Type IA 24-hr 25-Year Storm Rainfall=3.80"

Prepared by Udell Engineering and Land Surveying, LLC

Printed 7/9/2023

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**Summary for Subcatchment 1S: Developed Subdivision**

Runoff = 2.19 cfs @ 7.98 hrs, Volume= 35,878 cf, Depth= 2.57"

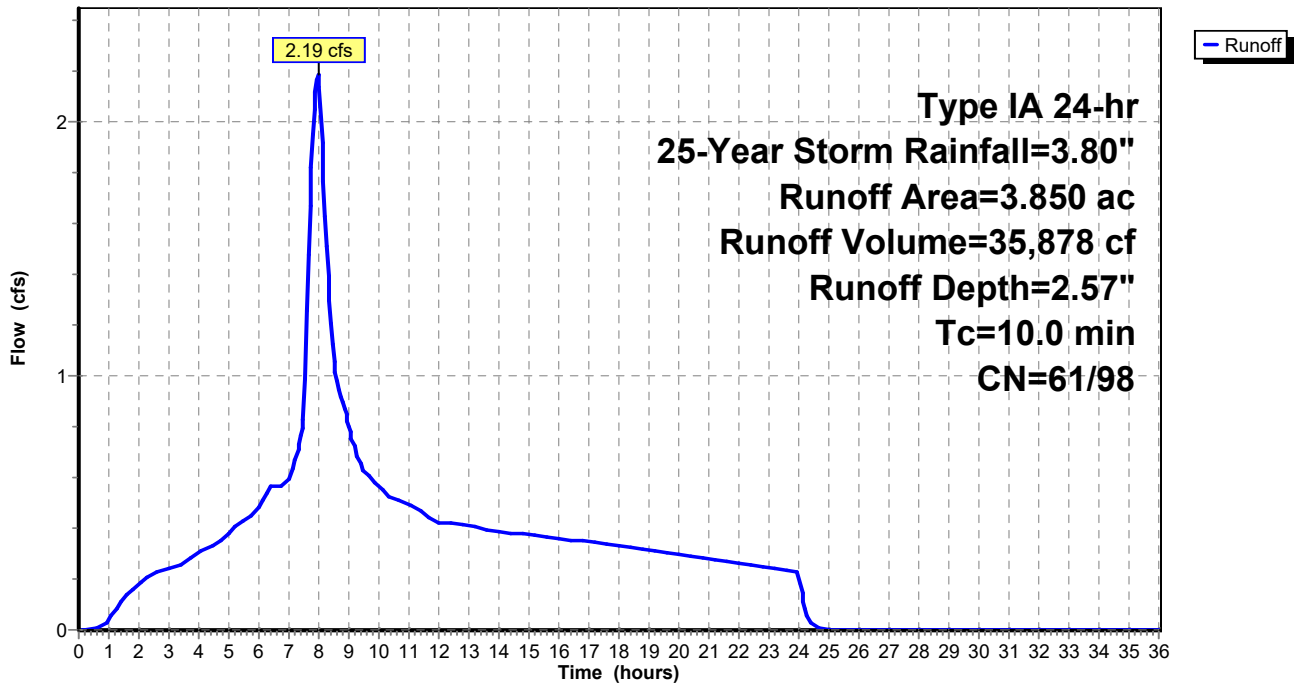
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 25-Year Storm Rainfall=3.80"

Area (ac)	CN	Description
3.850	85	1/8 acre lots, 65% imp, HSG B
1.347	61	35.00% Pervious Area
2.503	98	65.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Subcatchment 1S: Developed Subdivision**

Hydrograph



**22-358 Post Development Model**

Type IA 24-hr 25-Year Storm Rainfall=3.80"

Prepared by Udell Engineering and Land Surveying, LLC

Printed 7/9/2023

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**Summary for Pond 2P: Detention Pond**

Inflow Area = 167,706 sf, 65.00% Impervious, Inflow Depth = 2.57" for 25-Year Storm event  
 Inflow = 2.19 cfs @ 7.98 hrs, Volume= 35,878 cf  
 Outflow = 0.37 cfs @ 15.64 hrs, Volume= 35,878 cf, Atten= 83%, Lag= 459.4 min  
 Primary = 0.37 cfs @ 15.64 hrs, Volume= 35,878 cf

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
 Peak Elev= 360.33' @ 15.64 hrs Surf.Area= 5,765 sf Storage= 11,137 cf

Plug-Flow detention time= 353.7 min calculated for 35,829 cf (100% of inflow)  
 Center-of-Mass det. time= 354.0 min ( 1,047.7 - 693.7 )

Volume	Invert	Avail.Storage	Storage Description
#1	358.00'	30,032 cf	<b>Custom Stage Data (Prismatic)</b> Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
358.00	3,812	0	0
360.40	5,827	11,567	11,567
363.00	8,377	18,465	30,032

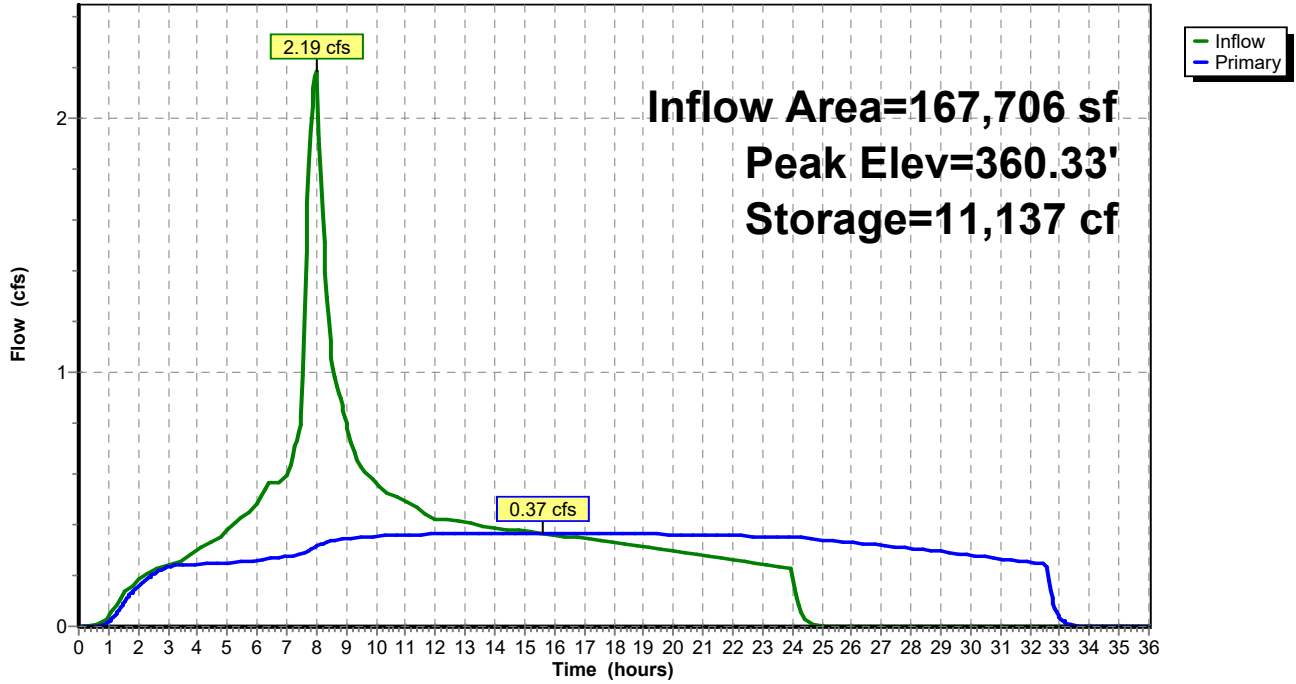
Device	Routing	Invert	Outlet Devices
#1	Primary	356.25'	<b>2.625" Horiz. Orifice/Grate</b> C= 0.600 Limited to weir flow at low heads
#2	Primary	360.40'	<b>24.000" x 30.000" Horiz. Orifice/Grate X 2.00</b> C= 0.600 Limited to weir flow at low heads

**Primary OutFlow** Max=0.37 cfs @ 15.64 hrs HW=360.33' (Free Discharge)

- 1=Orifice/Grate (Orifice Controls 0.37 cfs @ 9.72 fps)
- 2=Orifice/Grate ( Controls 0.00 cfs)

### Pond 2P: Detention Pond

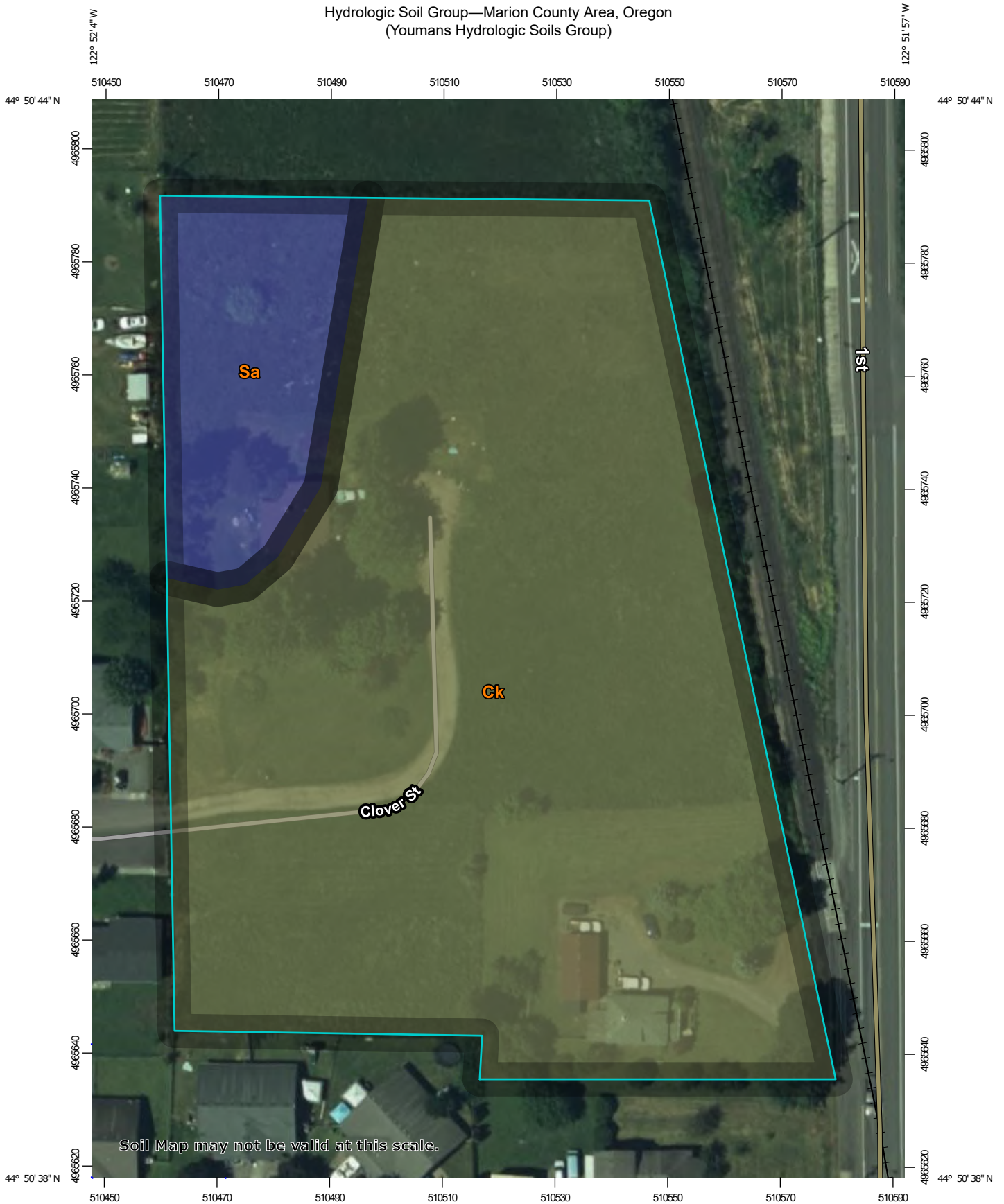
Hydrograph



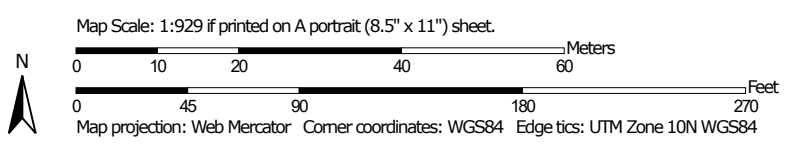
# **APPENDIX D**

## **NRCS WEB-SOIL DATA**

Hydrologic Soil Group—Marion County Area, Oregon  
(Youmans Hydrologic Soils Group)



Soil Map may not be valid at this scale.






Hydrologic Soil Group—Marion County Area, Oregon  
(Youmans Hydrologic Soils Group)

### MAP LEGEND

**Area of Interest (AOI)**









 Area of Interest (AOI)

**Soils**

**Soil Rating Polygons**





-  A
-  A/D
-  B
-  B/D
-  C
-  C/D
-  D
-  Not rated or not available

**Soil Rating Lines**

-  A
-  A/D
-  B
-  B/D
-  C
-  C/D
-  D
-  Not rated or not available

**Soil Rating Points**






-  A
-  A/D
-  B
-  B/D

-  C
-  C/D
-  D
-  Not rated or not available


**Water Features**

 Streams and Canals

**Transportation**

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

**Background**

 Aerial Photography

### MAP INFORMATION

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

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

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

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

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

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

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

Soil Survey Area: Marion County Area, Oregon  
Survey Area Data: Version 20, Sep 14, 2022

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

Date(s) aerial images were photographed: May 28, 2020—May 29, 2020

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

## Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Ck	Clackamas gravelly loam	C/D	3.3	86.8%
Sa	Salem gravelly silt loam	B	0.5	13.2%
<b>Totals for Area of Interest</b>			<b>3.8</b>	<b>100.0%</b>

### Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

### Rating Options

*Aggregation Method:* Dominant Condition

*Component Percent Cutoff: None Specified*

*Tie-break Rule: Higher*

July 12, 2023  
#01749

Laura LaRoque  
Land Use Planner  
Udell Engineering and Land Surveying, LLC.  
63 East Ash Street  
Lebanon, OR 97355

Office: (541) 451-5125  
Direct: (541) 990-8661

**re: Transportation Assessment Letter for Youman's Clover Street Residential  
Subdivision – Aumsville, OR**

## **INTRODUCTION**

As requested, we have prepared this traffic assessment letter for a proposed residential development in Aumsville, Oregon. The site is located on lots identified as tax map 08S-02W-25DA, lots 100, 200, 6600, 6700, 8300 & 8400. The site is shown in Figure 1. A total of 26 new dwelling units would be allowed on the site.

Section 22.11(A) of the Aumsville Development Code states that a TIA shall be required under certain conditions. In this case, the primary condition is the first, which is when (1) "The development generates 25 or more peak-hour trips or 250 or more daily trips..."

The proposed project was forecast to generate 15 new p.m. peak hour trips and 187 new daily trips, which is less than the threshold. This letter was written to satisfy the requirements of the Code regarding a Transportation Assessment Letter, as per Section 22.11(B) of the Aumsville Development Code, which reads:

*"If a TIA is not required, the applicant's traffic engineer shall submit a transportation assessment letter to the City indicating the proposed development or land use action is exempt. This letter shall outline the trip-generating characteristics of the proposed land use and verify that the site-access driveways or roadways meet City visual clearance requirements and roadway design standards."*

**PROJECT DESCRIPTION**

The proposed layout of the site is shown in Figure 2. Lots 3, 13, and 14 contain existing single-family dwellings. All other lots have the potential to result in construction of up to 11 duplexes (22 units) and one fourplex dwelling units for a total of 26 dwelling units. ITE classifies this type of development as attached single-family homes.

**TRIP GENERATION**

Future trips generated by the project were forecast using the trip generation rates found in the 11<sup>th</sup> Edition of *Trip Generation* (ITE, 2021). Land Use 215 attached single-family housing was selected at the most appropriate land use category for the proposed use. The ITE trip rates are shown in Table 1.

**TABLE 1 – TRIP GENERATION RATES**

ITE Land Use & Code	Ind. variable	Trip Ends Rate (trips per t.s.f)		In/Out Split (percent)	
		PM Peak Hour	Daily	PM Peak Hour	Daily
		Single Family Attached Housing 215	DU	0.57	7.20

The proposed project was forecast to generate a total of 15 new p.m. peak hour trips and 187 new daily trips, as shown in Table 2. Since this forecast is less than 25 p.m. peak hour trips and 250 daily trips, a TIA is not required by the Aumsville Development Code.

**TABLE 2 – TRIP GENERATION FORECAST**

ITE Land Use	Size (units)	PM Peak Hour Trip Ends			Daily
		In	Out	Total	
Single Family Attached Housing 215	26 DU	8	7	15	187

**SIGHT DISTANCE AND CLEAR VISION**

Clover Street shows a straight connection in the street network. No new intersections would be created at the access point to the sight. Figure 3 shows the clear-vision distances, as prepared by the applicants Engineer.

**SUMMARY AND CONCLUSIONS**

The proposed change in land use was forecast to generate 187 new trips per average weekday and new 15 p.m. peak hour trips. Further analysis is not required as discussed above.

\* \* \* \* \*

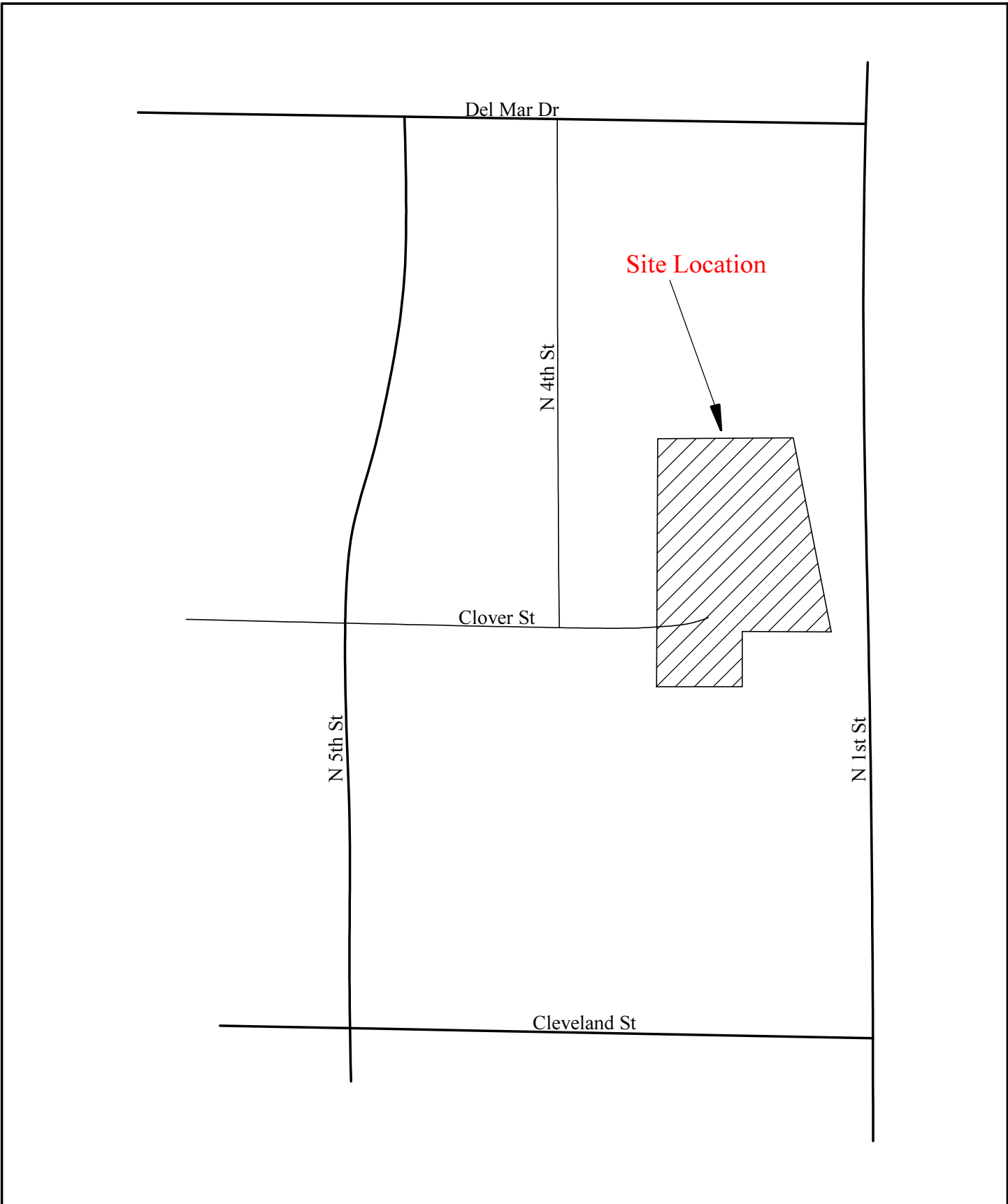
It is trusted that the above analysis adequately addresses the requirements for a Transportation Assessment Letter. Please feel free to call at your convenience if you would like to discuss any elements of this letter-report.

Very truly yours,  
FERGUSON & ASSOCIATES, INC.

Scott Ferguson, PE

Attachments: Figures 1-3





Site Location

Site Location

Figure 1

#01749  
July 11, 2023

Youman's Clover Street Residential Subdivision - Aumsville, Oregon

Ferguson & Associates, Inc.

Not to Scale





Figure 2  
Ferguson & Associates, Inc.

Site Plan  
Youman's Clover Street Residential Subdivision - Aumsville, Oregon





# AUMSVILLE PLANNING COMMISSION

## STAFF REPORT

**HEARING DATE:** October 05, 2023

**FILE NUMBER:** Subdivision #2023-05 SUB Youmans Clover Street Subdivision

**OWNER:** Thomas Youmans, Aumsville, OR

**APPLICANT:** Udell Engineering and Land Surveying, LLC. Lebanon, OR

**PROPOSAL:** Application to subdivide five properties totaling approximately 3.96 acres into 15 residential lots, plus storm water tract, with public street improvements to Clover Street. This subdivision involves the replat of Lots 5 and 6 of Shamrock Estates. The average lot size as proposed is 9,196 SF. Three of the four existing single-family houses will remain. Eleven lots are shown as duplex lots, and one lot is shown as a four-plex. As proposed, the subdivision would develop 26 new housing units (29 total). No structures are reviewed with this subdivision application.

**LOCATION:**

ADDRESS	TAX LOT	SIZE
222 Clover Street	082W25DA00200	30,056 SF
N/A	082W25DA00100	81,022 SF
575 N 1 <sup>st</sup> Street	082W25DA06600	27,007 SF
381 Shamrock Street	082W25DA08300	16,633 SF
377 Shamrock Street	082W25DA08400	17,936 SF

**ZONE:** RM – Residential Multi-Family

**CRITERIA:** Aumsville Development Code, Sections: 6.00 RM Residential Multi-Family, 18.00 Off-Street Parking & Loading, 20.00 Land Divisions, 20.21 Subdivision Requirements, 20.30 Replatting, 20.34 Design Standards, 22.00 Supplementary Zone Regulations.

**PROCEDURE:** A subdivision is a Type III Action with public hearings before the Planning Commission and City Council. The Planning Commission makes a recommendation to the City Council, which makes the final decision. Notice of any public hearings must be posted on the subject property at least 10 days prior, and written notice shall be mailed to owners of property within 100’ of the subject property. Where a multiple hearing application is scheduled, only a 10-day written notice shall be required.

**EXHIBITS:**

- A. RFC Review Comments from City Departments and Partners
- B. Full Subdivision Application Package

# I. BACKGROUND

## A. APPLICATION TIMELINE

The applicant property owner participated in a Pre-Application conference with City staff and partner agencies in January of 2023. The initial subdivision application was submitted to City of Aumsville on May 17, 2023. A revised subdivision plan was submitted on June 2, 2023. The application was deemed incomplete in a letter to the applicant dated June 16, 2023. A revised application package was submitted on July 13, 2023. That package was deemed complete upon receipt, and staff requested the applicant to confirm a September hearing date. The property owner was planning to be out of town for the month of September, and requested an October hearing date. Staff agreed to the October date, as the property owner indicated that he was willing to sign a time extension waiver to the 120-day local decision deadline. The Planning Commission hearing is scheduled for October 10<sup>th</sup>, and the City Council hearing is scheduled for October 23<sup>rd</sup>. Using July 13<sup>th</sup> as the complete date, the 120-day deadline for a local decision is November 10, 2023.

## B. VICINITY MAP



C. AERIAL OF EXISTING CONDITIONS (Source: Marion County GIS, 2023)



**D. PROPOSED SUBDIVISION & REPLAT (Provided by the applicant. Cropped to zoom)**



## II. AUMSVILLE DEVELOPMENT ORDINANCE (ADO) REVIEW CRITERIA

### **SECTION 6.00 RM RESIDENTIAL MULTI-FAMILY**

*6.01 Uses Permitted Outright:*

*(A) Single-family dwelling;*

*(B) Accessory Dwelling Unit (one per detached single-family dwelling), subject to the provisions in Section 22;*

*(C) Duplexes; triplexes;*

*(D) Apartments; ...*

**FINDINGS:** The proposed subdivision will create 15 lots for future residential development. Three of the four existing single-family dwellings are proposed to remain. Lot 11 shows a potential four-plex. And all other lots are shown with potential duplexes. No specific structures are reviewed for development permits at this time. The list above shows uses allowed outright in the RM zone. Pursuant to ADO 21.03, residential structures of more than three units shall be subject to Site Development Review. This standard is met.

### **SECTION 20.00 LAND DIVISIONS**

#### **20.21 Subdivision Requirements**

*20.22 Subdivision: A subdivision is the creation of four or more lots from one parent lot or parcel within a calendar year. It is recommended that the applicant confer with the City regarding application requirements.*

**FINDINGS:** This application package includes both a Replat and a Subdivision request. Specifically, the applicant proposes to replat Lots 5 and 6 of the Shamrock Estates into four lots labeled Lots # 12-15. The full subdivision package proposes a total of original 5 parent parcels to be subdivided into 15 residential lots plus a stormwater tract and full public street right-of-way dedication. Prior to deeming complete, staff confirmed with the Marion County Surveyor's office that both the replat and subdivision could be reviewed/approved/recorded concurrently. This standard is met.

*20.26 Decision Criteria: Approval of a subdivision application requires compliance with the following criteria:*

*(A) The overall dwelling density shall be consistent with policies contained in the Comprehensive Plan.*

**FINDINGS:** The subject properties are designated "Residential Multi-Family" on the adopted Zone Map, with a consistent designation on the Comprehensive Plan Land Use Designation Map. ADO Section 6.00 states "It is the intent of the RM – Residential Multi-Family zone to provide for more concentrated and diverse living arrangements."

The Aumsville Comprehensive Plan used projected residential density of 9 units/gross acre (12 units/acre net, assuming 25% for public street rights-of-way) for High Density Residential lands,

but documented that the actual density developed between 1986 – 1996 was closer to 7.96 units/gross acre for the Multi-Family Zone. Included within the adopted Aumsville Comprehensive Plan are the following policies: “The City shall allow for the use of new land development techniques to encourage a variety of living areas and housing types in all residential districts.” And “The City shall encourage development of housing which meets the needs of all income groups of existing and future residents.”

The Aumsville Comprehensive Plan policies are executed through the adopted Aumsville Development Ordinance. There is no specific minimum-to-maximum density range included in the RM zone standards of the ADO. Overall density of this development is therefore determined in part by minimum lot size of the RM Zone and the market.

Submitted plan sets for this subdivision show three existing single-family homes to remain on Lots 3, 13, and 14. Lot 11 is shown to have a potential four-plex. And all other new lots created by this subdivision are shown to have duplexes. As drafted, this subdivision would result in a total of 29 units (26 new) on nearly 4 acres. This is a density of roughly 7.3 units per gross acre, which is consistent with densities previously documented in the Comprehensive Plan Urbanization chapter. The proposed subdivision complies with the minimum lot size of the RM Zone. This standard is met as adopted by the current ADO.

Note: To achieve the stated policies and projected densities contained in the Comprehensive Plan, the City may consider revising the ADO to adopt minimum density standard. At this time the minimum lot size for the RM-Multi Family Zone is larger than the RS Single-Family Zone, which is somewhat unusual.

*(B) Each lot shall satisfy the dimension standards of the applicable zoning district, with the exception of the following:*

- 1. The applicant may submit a variance as a part of the subdivision request to modify dimension requirements.*
- 2. For subdivisions exceeding 10 lots, up to 20% of the lots may be reduced in area by a maximum of 10%, provided, the average lot size for the entire subdivision meets or exceeds the minimum lot size required in the underlying zone.*

FINDINGS: Dimensional standards for the RM Zone are found in ADO 6.00. Pursuant to 6.04 ‘Minimum Lot Area,’ the minimum lot size is 8,000 SF for single-family and duplex homes, plus an additional 1,000 SF for each additional dwelling unit over two. All lots proposed with this subdivision exceed the 8,000 SF minimum lot size. The application narrative states that the average lot size is 9,196 SF. Lot 11 proposed for a four-plex exceeds the minimum 10,000 SF. This standard is met as submitted.

ADO 6.05 ‘Minimum Lot Width’ requires a minimum lot width of 80 feet for all properties other than attached units. All proposed lots meet the 80 ft minimum. This standard is met.

ADO 6.07 ‘Minimum Yard Requirements’ addresses building setbacks. These standards apply to the three existing houses proposed to be retained on Lots 3, 13, and 14 along boundaries where the proposed subdivision would alter existing setbacks. In the RM Zone, minimum setbacks are front 20 ft, side 1-story 5 ft or 2-story 7 feet, and rear 10 ft. All setbacks are met as

submitted.

ADO 6.09 'Parking' requires a minimum of two paved off-street parking spaces for each dwelling unit. While no specific structures are reviewed at this time, the submitted plan set includes curb cuts and driveways which demonstrate that it will be feasible to satisfy this standard for the duplex and multi-family structures shown. Off-street parking provision shall be reviewed again at the time of building permit and/or future Site Development Review application, where applicable. This standard can be met through compliance with the corresponding condition of approval.

*(C) Adequate public facilities including sewer, water, transportation, parks, and telecommunications shall be available to serve the newly created lots and transportation shall be coordinated with the school district. The subdivision shall comply with applicable requirements of Section 22.*

FINDINGS: The land use application package was reviewed by the Aumsville Public Works Department and Contract City Engineer. Their comments were consolidated in an attached letter from Engineer Steve Ward, attached in Exhibit A. Specific comments and standards are addressed in greater detail below. This standard can be met through compliance with the corresponding conditions of approval.

*(D) The subdivision shall comply with the applicable design criteria in Section 20.*

FINDINGS: Specific design criteria found in ADO Section 20 are addressed below. The subdivision is shown to meet or can feasibly meet through the applicant's compliance with the corresponding conditions of approval, the applicable standards.

*(E) The application complies with the city's adopted public works design standards for any public improvement required by the development. For example, where streets are required, the application shall comply with Division 2, Streets; for storm water improvements, the application shall comply with Division 3, Stormwater Management.*

FINDINGS: The land use application package was reviewed by the Aumsville Public Works Department and Contract City Engineer. Their comments were consolidated in an attached letter from Engineer Steve Ward, attached in Exhibit A. Specific comments and standards are addressed in greater detail below. This standard can be met through compliance with the corresponding conditions of approval.

*(F) The application complies with the most recent version of the Oregon Fire Code, including Appendix C and Appendix D.*

FINDINGS: The submittal narrative contains detailed responses to the Oregon Fire Code, in addition to the fire details on plan set sheet C1.5. The land use application package was reviewed by the Aumsville Fire Department for comments. The types of applicable standards included in the Oregon Fire Code include fire access street width, corner turning radius, apparatus turnarounds, hydrant spacing, etc. The submitted subdivision plan set shows a turning radius labeled as R28' inside and R48' outside, and the 20-foot wide path of travel is



shown in the Clover Street public right-of-way. Because Clover Street does not yet connect to the north, this subdivision causes a dead-end. To address this constraint, the applicant has shown an apparatus turnaround on Lot 7. This turnaround is proposed to be protected in an easement. No development, parking, or driveway may be permitted within the turnaround easement on Lot 7 until Clover Street is connected north to Del Mar, or an alternate turnaround is developed with prior City approval. Final Fire Department review approval is required prior to final civil plan set approval. Oregon Fire Code standards can be met through compliance with the recommended conditions of approval.

### **20.30 Replatting**

#### *20.31 General Provisions:*

*(A) Replatting. Replatting is the act of platting the lots, parcels, or easements in a recorded subdivision or partition plat to either reconfigure the existing subdivision or partition; or, increase or decrease the number of lots within a subdivision.*

*(B) Applicability. Replats shall only apply to recorded partition or subdivision plats.*

*(C) Partial Replatting. A replatting request may apply to the entire partition or subdivision, or, to only a portion of a partitioning or subdivision.*

*(D) Authority. The Commission shall have the authority to review and approve proposed replats of a recorded plat.*

*(E) Utilities.*

*1. Replats may be used to realign, reduce, or omit utility easements.*

*2. Affected utility companies or public agencies shall be notified of a replat request affecting utility easements. Notification shall be consistent with notice requirements provided to adjacent property owners. Any utility company or public agency that desires to maintain an easement subject to vacation must notify the City in writing within 14 days of the mailing of the notice.*

*(F) Effect of Replat.*

*1. Replats shall not act to vacate any recorded covenants or restrictions.*

*2. Replats shall not prevent the vacation actions permitted in ORS Chapters 271 or 368.*

*3. Replats shall not serve to vacate any public street or road.*

**FINDINGS:** This subdivision application includes a replat of Lots 5 and 6 of Shamrock Estates. Shamrock Estates is a recorded subdivision. This constitutes a partial replat. This subdivision does not propose to vacate any easements, covenants, or public streets. This section is satisfied.

### **20.34 Design Standards**

#### *20.35 Design Standards for Lot and Block:*

*(A) Development shall provide for the continuation or projection of existing public streets in surrounding areas or conform with the plan for the neighborhood or any development plan adopted by the Commission.*

**FINDINGS:** The proposed subdivision shows the continuation of the existing Clover Street right-of-way to the east, and then curving to the north, anticipating a future connection to Del Mar Drive. The timeline for that future connection is unknown, as the connecting property is under different ownership. Clover Street is not proposed to extend east to N 1<sup>st</sup> Street due to the presence of an existing railroad track. This standard is satisfied to the greatest extent possible.

*(B) Lot arrangement shall be such that there will be no foreseeable difficulties, for reason of topography or other conditions, in securing building permits to build on all lots in compliance with the requirements of this ordinance with the exception of lots designed for open space.*

**FINDINGS:** The submitted plan set shows topography on the subject properties. There is no significant topography on site. There are no foreseeable difficulties with the proposed lot arrangement.

*(C) Lot dimensions shall comply with the minimum standards of this ordinance. When lots are more than double the minimum area designated by the district, the approval authority shall require that such lots be arranged so as to allow further subdivision and the opening of future streets where it would be necessary to serve such potential lots.*

**FINDINGS:** As previously addressed, the proposed 15 lots meet the dimensional standards of the RM Zone, including minimum lot size and lot width. This standard is met.

*(D) Double frontage lots shall be avoided except where necessary to provide separation of residential developments from streets of collector and arterial street status or to overcome specific disadvantages of topography and/or orientation. When driveway access from arterials is necessary for several adjoining lots, the Commission shall require that such lots be served by a combined access driveway in order to limit possible traffic hazards on such streets. The driveway should be designed and arranged so as to avoid requiring vehicles to back into traffic on arterials.*

**FINDINGS:** There are no double-frontage lots, also referred to as through-lots, proposed with this subdivision application. Lot 2 is a corner lot, with frontage on two sections of Clover street's interior curve. As proposed, the driveway appears to meet access spacing standards from the corner. This shall be confirmed again prior to building permit.

*(E) The side property lines of a lot shall, as far as practical, run at right angles to the street upon which it faces, except that on a curved street the side property line shall be radial to the curve.*

**FINDINGS:** The side lot lines generally run at right angles to the street upon which they face. This standard is met.

*(F) Blocks shall not exceed 600 feet between street lines unless the adjacent layout or special conditions justify greater length. Except where topography or other physical features make it otherwise, block widths shall not be less than 200 feet or more than 400 feet.*

**FINDINGS:** This standard is met as submitted.

*(G) Cul-de-sacs shall be as short as possible and shall have a maximum length of 400 feet. In any residential division, no more than 5 lots shall have access on a cul-de-sac bulb except that additional lots may be permitted where one additional off-street parking space is created for each lot which has access on the bulb. The minimum frontage of a lot on*

*a cul-de-sac shall be 20 feet as measured perpendicular to the radius. Cul-de-sacs and dead-end streets shall have turn-arounds with a radius of not less than 45 feet to the curb line.*

**FINDINGS:** No cul-de-sac bulb is proposed with this subdivision. The dead-end of Clover Street is aligned for extension to the north upon future development of abutting property under different ownership. A turn-around within an easement on Lot 7 is provided for all vehicles to use until a connection is made to Del Mar Drive in the north. The radius of the turn around is 28 feet inside and 48 feet on the outside. This standard is met.

*(H) Lots are required to have frontage on a public right-of-way. A private access easement does not fulfill this requirement.*

**FINDINGS:** All proposed lots are shown with direct access on Clover Street, with the exception of Lots 13 and 14 with existing homes already taking access from Shamrock Street. Tract A Stormwater facility does not have direct access on the street, however, this would be a permanent stormwater facility, and would not be a developable lot. Access to this tract and the multi-use path is shown as an easement across Lot 11. This standard is met.

*20.36 Public Improvements, General Provisions: The standard specifications for construction, reconstruction, or repair of streets, bikeways, sidewalks, streetlights, curbs, gutters, and other public improvements within the city area as approved in the city's Public Works Design and Construction Standards. Unless otherwise provided in the particular specifications for work authorized, public facility work shall be according to the Public Works Design and Construction Standards. The city engineer may make changes or supplements to the Public Works Design and Construction Standards consistent with the application of engineering principles to the conditions in the city. The city engineer shall incorporate amended or new specifications in the Public Works Design and Construction Standards. In the event of discrepancies between these provisions and the Public Works Design and Construction Standards, the Public Works Design and Construction Standards shall apply.*

**FINDINGS:** Compliance with ADO 20.36 is included as a standard condition of approval. Compliance with the adopted PWDS shall be reviewed by staff prior to civil plan set approval, prior to final platting, and prior to building permit, where applicable.

**20.37 Streets:**

*(A) General Provisions.*

- 1. No land use approval or building permit shall be issued unless the development has an approved irrevocable access to a public street. Streets, sidewalks, and bikeways within a development shall be improved in accordance with this ordinance. Any new street or additional street width planned as a portion of an approved street plan shall be dedicated and improved in accordance with this ordinance.*
- 2. Streets shall be created through the approval of a subdivision plat or partition; however, Council may approve the creation of a street by acceptance of a deed provided that such street is deemed essential by Council for the purpose of general traffic circulation. Such conditions as are deemed desirable and which are not at variance with the objectives of ordinance, may be required by Council prior to the approval of the creation of any street.*
- 3. Development proposals shall provide for the continuation of all streets, bikeways, and*

*pedestrian facilities within the development and to existing and planned streets, bikeways, and pedestrian facilities outside the development.*

**FINDINGS:** The submitted preliminary plat shows the dedication of a 60-foot wide Clover Street right-of-way to continue the existing section of Clover Street. The new section of Clover Street will be improved with sidewalks on both sides. A proposed multi-use path is shown in an easement across Lot 11 and Tract A, dead-ending on private property at the southern property line of the stormwater basin without a connection to any other pedestrian facility. It is recommended that the proposed pedestrian path make a functional connection to another nearby pedestrian facility outside of this development, specifically N 1<sup>st</sup> Street. To do this, the applicant will either need to reroute the pedestrian connection, reconfigure the stormwater basin, and/or secure a permanent easement (or lot line adjustment) from the property to the south TL 6700, which is currently also in common ownership. The paved pathway should extend from Tract A to N 1<sup>st</sup> Street. This is included as a recommended condition of approval.

*(B) Location, Width. The location, width, and grade of all streets shall conform to the TSP and shall be considered in their relation to existing and planned streets, to bikeways and pedestrian facilities, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets. The Aumsville TSP shall take preference over any other approved street plan. Street grades shall be approved by the city engineer who shall give consideration to adequate drainage and traffic safety. Where location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:*

- 1. Provide for the continuation or appropriate projection of existing principal streets in the surrounding areas; or*
- 2. Conform to a plan for the neighborhood approved or adopted by the Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical or where no plan has been previously adopted. In determining the location of new streets in a development or street plan, consideration shall be given to maximizing available solar access for adjoining development sites. Unless otherwise indicated on an approved street plan, the street right-of-way, sidewalk, bikeway, and roadway widths shall not be less than the minimum width in feet shown in the following table. Where a range is indicated, the width shall be determined by the City.*

Type of Street	Minimum Right-of-Way Width	Minimum Roadway Width	Sidewalk Width	Bike lane Width
Arterials <sup>1</sup>	60-104 feet	40-84 feet	5 feet	6 feet
Collectors	60-94 feet	40-74 feet	5 feet	6 feet <sup>2</sup>
Local <sup>3</sup>	60 feet	40 feet	5 feet	
Cul-de-sac	50 feet	40 feet	5 feet	
Cul-de-sac bulb	60 foot radius	45 foot radius	5 feet	

<sup>1</sup> Or consistent with county standards.

<sup>2</sup> As determined by the City Engineer.

<sup>3</sup> Curb extensions will be provided at intersections of local streets subject to approval of the City

*(C) Street Extensions. Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary lines of the tract to be developed. A barricade shall be constructed at the end of the street by the property owners,*

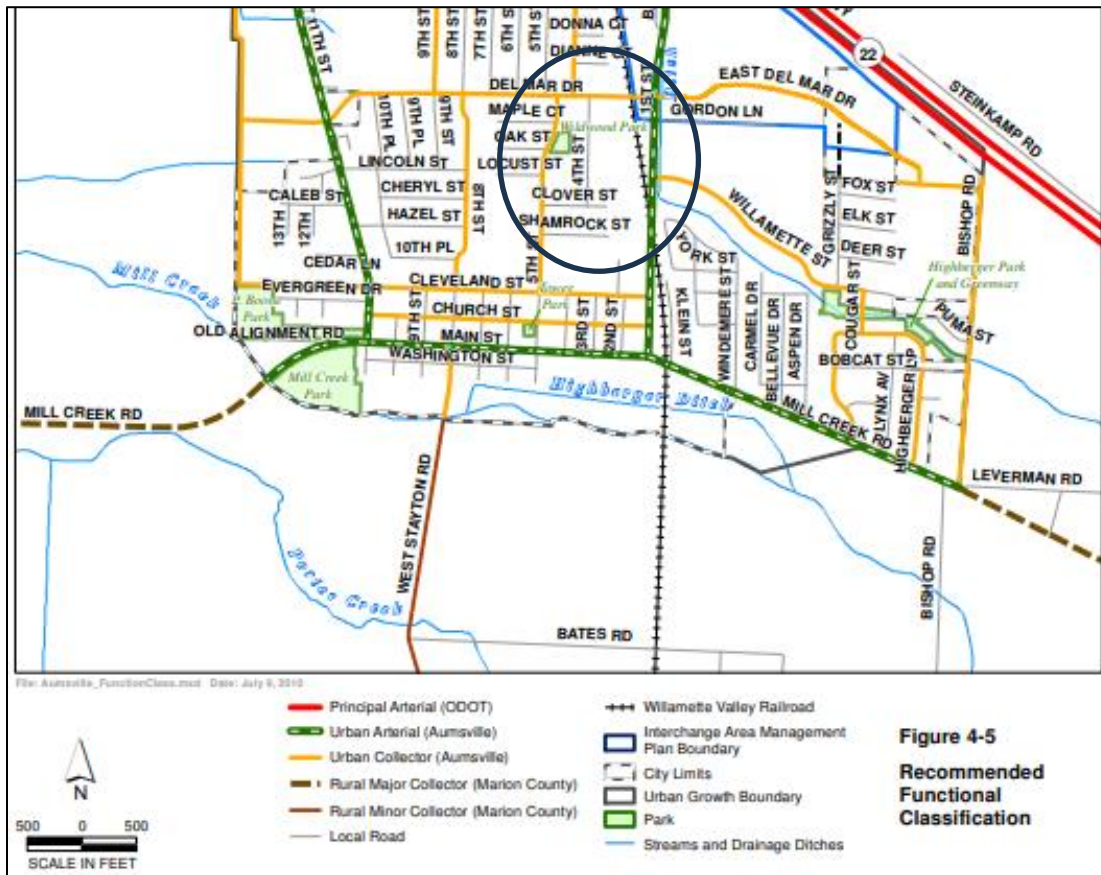
*the cost of which shall be included in the street construction cost; and it shall not be removed by any party until authorized by the City.*

*(D) Alignment. As far as practical, streets shall be dedicated and constructed in alignment with existing streets by continuing the centerlines thereof. In no case shall the staggering of streets making "T" intersections be designed such that jogs of less than 200 feet on such streets are created, as measured from the center line of such street.*

*(E) Intersections. Streets shall be laid out so as to intersect as nearly as possible at right angles. Proposed intersections of two streets at an acute angle of less than 80 degrees is not acceptable. An oblique street should be curved approaching an intersection to provide at least 100 feet of street at right angles with the intersection. Not more than 2 streets shall intersect at anyone point.*

**FINDINGS:** The proposed alignment of Clover Street is consistent with the facility's current east-west alignment. The northward turn enables a north-south connection to Del Mar Drive, paralleling 4<sup>th</sup> and 5<sup>th</sup> Streets, with similar block spacing to that platted between 4<sup>th</sup>-9<sup>th</sup> Streets to the north. Clover Street would not continue north of Del Mar due to existing development, so opposing intersection alignment is not a concern in that regard. The existing railroad corridor to the east will provide a constraint as to the exact alignment, to be determined upon future development of TL 15400 and 15300. It is feasible that the intersection will satisfy the intersection angle requirement in subsection (E) above.

Clover Street is shown as a 'local street' classification in the adopted 2010 Aumsville Transportation System Plan (TSP), shown in the cropped map below. When ultimately connected to the north, Clover Street will provide access to 'urban collectors' 5<sup>th</sup> Street to the west and Del Mar Drive to the north. North 1<sup>st</sup> Street is an abutting 'arterial' however, it is separated from this subdivision by the railroad tracks. No vehicular connection to 1<sup>st</sup> Street is proposed, but non-motorized access for bicycles and pedestrians appears to be feasible. Local streets are shown as having a 40-foot wide curb to curb width with 5-foot sidewalks on both sides, within a 60-foot wide right-of-way. No bike lanes are provided on local streets. As submitted, Clover Street meets these standards.



(F) Dead-end streets longer than 400 feet may be approved by the Commission if no other feasible means is available for development of the property and special provisions are made for public facilities, pedestrian and bicycle circulation, and emergency service access. The use of cul-de-sacs and other dead-end streets shall be discouraged and shall only be approved upon a showing by the applicant of unusual or unique circumstances justifying the use of such a street.

1. In cases where cul-de-sacs are determined to be justified they shall only be permitted subject to the following conditions:

(a) There shall be no cul-de-sacs more than 400 feet in length.

(b) All cul-de-sacs shall terminate with circular turnarounds, except where the Commission finds that a "pear" or "hammerhead" turnaround is more appropriate given topography, natural or built features, and expected use.

(c) An accessway shall be provided consistent with the standards for accessways, as determined by the Commission to be necessary to ensure safe, efficient, and convenient multi-modal access.

2. For purposes of this section:

(a) "Unusual or unique circumstances" exist when one of the following conditions prevent a required street connection:

1. Excess slope (8% or more);

2. Presence of a wetland or other body of water; or

3. Existing development on adjacent property prevents a street connection.

(b) "Accessway" means a walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or

*transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner which provides convenient access for pedestrians.*

**FINDINGS:** With this subdivision application, Clover Street is only temporarily a dead end until unimproved property to the north is developed. The Clover Street right-of-way alignment is located with the intention of street extension. Turnaround and barricade requirements are addressed elsewhere in this report. This standard is met.

*(G) Partial Streets. A partial width street, while generally not acceptable, may be approved where reasonably essential to the development when in conformity with the other requirements of these standards and when it will be practical to require the dedication of the other portion when the adjoining property is developed. Whenever a partial street is adjacent to a tract to be developed, the other portion of the street shall be provided within such tract. Reserve strips may be required to preserve the objectives of partial width streets.*

**FINDINGS:** No partial streets are proposed.

*(H) Existing Streets. Full street improvements to all existing streets adjacent to, within or necessary to serve the development shall be required at the time of partitioning or subdivision unless the developer demonstrates to the satisfaction of the city engineer that the condition and sections of the existing streets meet all city standards and are in satisfactory condition to handle projected traffic loads. The City may allow the developer to record an approved "Waiver of Rights to Remonstrance for Streets and Public Utility Improvements" in lieu of full street improvements where the following criteria are met:*

- 1. The development is a partition; and*
- 2. The existing street to be improved is more than 500 feet from any street or segment with full or 3/4 street improvements; and*
- 3. The existing roadway condition and sections are adequate to handle existing and projected traffic loads; and*
- 4. Existing public utilities (water, sanitary sewer, and storm sewer) located within the existing roadway are adequate, or can be improved without damaging the existing roadway surface.*

*(I) 3/4 Street Improvements. 3/4 streets, while generally not acceptable, may be approved in lieu of full street improvements where essential to the reasonable development of an area and when the City finds it to be practical to require the completion of the other 1/4 street improvement when the adjoining property is developed. 3/4 street improvements shall not be allowed unless the following criteria are met:*

- 1. The adjoining land abutting the opposite side of the street is undeveloped; and*
- 2. The adjoining land abutting the opposite side of the street is within city limits and the urban growth boundary; and*
- 3. The proposed street improvement will encompass the entire paved surface of the existing street.*

**FINDINGS:** Full street improvements with public utilities water, sewer, and storm are proposed. This standard is met.

*(J) Slope and Curves. Slope shall not exceed 6 percent on arterials, 10 percent on collector streets, or 12 percent on other streets. Center line radii of curves shall not be less than 300 feet on major arterials, 200 feet on secondary arterials, or 100 feet on other streets, and shall be to an even 10 feet. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, the Commission may accept steeper grades and sharper curves. In flat areas, allowance shall be made for finished street grades having a minimum slope, preferably, of at least 0.5 percent.*

**FINDINGS:** There are no concerns with grades, as the subject property has generally flat topography. The center line of the curve is shown to be less than 100 feet. The ADO grants the Commission/Council the authority to accept sharper curves when impractical to meet the standard. In this case, avoidance of the railroad is a priority. The proposed sharp corner angle allows Clover Street to continue the intersection spacing of parallel roads 4<sup>th</sup> and 5<sup>th</sup> Streets, while providing developable depth lots on either side of the street, with the constraint of the railroad corridor to the east. The City Engineer did not express concerns about the proposed alignment. This standard is satisfied.

*(K) Railroad Right-of-Way and Intersections.*

- 1. Whenever a proposed development contains or is adjacent to a railroad right-of-way, provisions may be required for a street approximately parallel to and on each side of the railroad right-of-way at a distance suitable for the appropriate use of the land between each street and the railroad. The distance shall be determined with due consideration at each cross street of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way in non-industrial areas.*
- 2. Where an adjacent development results in a need to install or improve a railroad crossing, the cost for such improvements may be a condition of development approval or other equitable means of cost distribution shall be determined by Council.*

**FINDINGS:** ODOT Rail staff reviewed the proposed subdivision and expressed no concerns, as no rail crossing was proposed. They did recommend consulting with the railroad itself. Those comments are forthcoming. This standard is met.

*(L) Arterial Access. Where a development abuts or contains an existing or proposed arterial street, the development design shall provide adequate protection for residential properties and shall separate residential access and through traffic, or if separation is not feasible, the design shall minimize the traffic conflicts. The design requirements may include any of the following:*

- 1. A parallel access street along the arterial.*
- 2. Lots of suitable depth abutting the arterial to provide adequate buffering with frontage along another street.*
- 3. Screen planting at the rear or side property line to be contained in a non-access reservation along the arterial.*
- 4. Other treatment suitable to meet the objectives of this subsection.*



FINDINGS: North 1<sup>st</sup> Street is an abutting 'arterial' classification. It is separated from this development by the railroad corridor. No direct vehicular access is proposed from Clover Street to N 1<sup>st</sup> Street. Pedestrian and bicycle access on a multi-use path to 1<sup>st</sup> Street is included as a recommended condition of approval. This standard is met.

*(M) Private Streets...*

*(N) Traffic Signals...*

FINDINGS: No private streets or traffic signals are proposed or required.

*(O) Street Names. Except for extensions of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city and shall be subject to the approval of the city administrator.*

*(P) Street Signs. The City shall install all street signs, relative to traffic control and street names, as specified by the city engineer for any development. The cost of signs and installation shall be included in the project costs, and the City shall be reimbursed for all materials and labor.*

FINDINGS: These standards for street names and street signs are included as standard conditions of approval.

*(Q) Bikeways. If appropriate to the extension of a system of bikeways, existing or planned, the Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths. Where possible, bikeways should be separated from other modes of travel including pedestrians. Minimum width for bikeways shall be 6 feet per travel lane.*

FINDINGS: Pursuant to the ADO table above, no bike lanes are required on local streets.

*(R) Sidewalks. Except where exempted by Council, sidewalks shall be constructed, replaced, or repaired to city standards and shall be located as follows:*

- 1. On both sides of all city streets to be built at the time of street construction;*
- 2. On both sides of all previously constructed streets, and in pedestrian easements and rights-of-way and are to be constructed along all portions of the property designated for pedestrian access ways in conjunction with any development of the property. Curbs and sidewalks shall be required for all streets, public or private, access easements, driveways, and other ways used for vehicular travel, which are 24 feet wide or wider.*
- 3. On one side of any industrial street to be constructed at the time of street construction or after determination of curb cut locations if rolled curbing is not used.*
- 4. The City may require a planter strip separation of at least 5 feet between curb and sidewalk in the design of any arterial or collector street where parking is prohibited adjacent to the curb, except where the following conditions exist: inadequate right-of-way, curb side sidewalks already exist on predominant portions of the street; and, conflict with utilities.*
- 5. Sidewalks adjacent to all streets shall be 5 feet in width. Width of sidewalks shall be measured from the back of the curb.*

6. Maintenance of sidewalks and pedestrian walks, curbs, and planter strips shall be the continuing obligation of the adjacent property owner.
7. Accessways shall be installed when required for cul-de-sac or dead-end streets.
8. The Public Works Director shall inspect the construction of sidewalks for compliance with the provisions of this ordinance and the Public Works Design and Construction Standards.

**FINDINGS:** Five-foot wide sidewalks are proposed on both sides of Clover Street. This standard is met as submitted. An accessway to N 1<sup>st</sup> Street is recommended.

**20.38 Utilities:**

*(A) Undergrounding. Except as otherwise provided, all utility lines, cables, or wires, including but not limited to those used for electricity, communication, street lighting, and cable television, constructed upon or within land subdivided or prepared for development after the effective date of this ordinance, shall be required to be placed underground. The intent of the City is that no poles, towers, or other structures associated with utility facilities shall be permitted on any street or lot within a subdivision. Overhead facilities shall be permitted for the following in which case the above provisions shall not apply:*

1. Emergency installations of electric transmission lines or to through feeders operating at distribution voltages which act as a main source of supply to primary laterals and to direct connected distribution transformers and primary loads. Should it be necessary to increase the capacity of major power transmission facilities for service to the area, such new or revised installations shall be made only on rights-of-way or easements on which existing overhead facilities exist at the time of such capacity increase.
2. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes, meter cabinets, telephone cable closures, connection boxes, and the like.
3. Structures without overhead wires, used exclusively for fire alarm boxes, streetlights, or municipal equipment installed under the supervision and with the approval of the city engineer.
4. Power substations, pumping plan, and similar facilities necessary for transmission or distribution of utility services shall be permitted subject to compliance with all zoning regulations and other applicable land use regulations. Plans showing landscaping and screening shall be approved by the Commission for all such facilities prior to any construction being started.
5. Television antennas.
6. Industrial developments except for those utility lines, cables, and/or wires providing service to an individual lot. Such lines must be placed underground from the nearest power pole to the facility ultimately being operated on the individual lot. Certain industries requiring exceptionally large power supplies may request direct overhead power as a condition of approval. Underground utilities may be required in industrial park developments and planned developments in industrial districts.

*(B) Future Installations. The owner or contract purchaser of subdivided real property within a subdivision shall provide in the instrument conveying such interest, a covenant not to erect or allow to be erected upon the property conveyed, any overhead utility facilities, except such facilities as are exempt from underground installation. Such covenant shall require grantees to install, maintain, and use underground electric, telephone, cable television, or*

*other utility services used or to be used to serve the premises. A copy of the covenant shall be submitted with the final plat.*

*(C) Easements. A property owner proposing a development shall make arrangements with the City and each utility franchise for the provision and dedication of utility easements necessary to provide full service to the development. The standard width for public utility easements adjacent to street right-of-way shall be 7 feet. The minimum width for all other public utility easements shall be 20 feet unless otherwise specified by the utility company or city engineer. Where feasible, utility easements shall be centered on a corner lot.*

**FINDINGS:** Undergrounding is included as a standard condition of approval. A frontage PUE of 7 feet in width across the frontage of all new lots is recommended as a standard condition of approval.

**20.39 Sanitary Sewers:**

*(A) General Provisions.*

- 1. Sanitary sewers shall be installed to serve each new development to existing mains.*
- 2. The city engineer shall approve all sanitary sewer plans and proposed systems prior to issuance of development permits involving sewer service.*
- 3. Proposed sewer systems shall include consideration of additional development within the area as projected by the Comprehensive Plan.*
- 4. Proposed developments shall make provisions for any right-of-way, easement, trunk line, or pumping station specifically designed in an approved master sewerage plan or capital improvements plan. The cost for such provisions shall be assessed as specified in the master sewerage plan or capital improvements plan.*
- 5. Development permits may be restricted by the Administrative Official where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health and safety, surcharging of existing mains, or violations of state or federal standards pertaining to operations of the sewage treatment system.*

**FINDINGS:** The City Engineer reviewed the land use submittal and provided comments on sewer. Steve Ward states “Sanitary sewer is available via an existing 8” sanitary sewer in Clover Street. An 8-inch main shall be extended with the project to the end of the new street. A single 4-inch sewer service is allowed to serve each duplex....” Full comments are attached in Exhibit A. This standard may be met through the applicant’s compliance with the recommended conditions of approval.

**20.40 Storm Drainage:**

*(A) General Provisions. The Administrative Official shall issue a development permit only where adequate provisions for storm and flood water run-off have been made as determined by the city engineer. The stormwater drainage system shall be separate and independent of any sanitary sewerage system. Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street. Surface water drainage patterns shall be shown on every development proposal plan.*

*(B) Easements. Where a subdivision is traversed by a water course, drainageway, channel, or stream, there shall be provided a stormwater easement or drainage right-of-way*

*conforming substantially with the lines of such water course and such further width as will be adequate for conveyance and maintenance. Streets or parkways parallel to watercourses may be required.*

*(C) Accommodation of Upstream Drainage. A culvert or other drainage facility shall, and in each case be large enough to, accommodate potential run-off from its entire upstream drainage area, whether inside or outside of the development. The city engineer shall determine the necessary size of the facility, based on the provisions of the construction standards and specifications and assuming conditions of maximum potential watershed development permitted by the Comprehensive Plan.*

*(D) Effect of Downstream Drainage. Where it is anticipated by the city engineer that the additional run-off resulting from the development will overload an existing drainage facility, the Commission shall withhold approval of the development until provisions have been made for improvement of said potential condition.*

*(E) Drainage Management Practices. In the absence of a drainage basin master plan, a development may be required to employ drainage management practices approved by the city engineer which would minimize the amount and rate of surface water run-off into receiving streams. Drainage management practices may include, but are not limited to:*

- 1. Temporary ponding of water.*
- 2. Permanent storage basins.*
- 3. Minimization of impervious surfaces.*
- 4. Emphasizing natural water percolation and natural drain ways.*
- 5. Prevention of water flowing from the roadway in an uncontrolled fashion.*
- 6. Stabilization of natural drainageways as necessary below drainage and culvert discharge points from a distance sufficient to convey the discharge without channel erosion.*
- 7. Run-off from impervious surfaces shall be collected and transported to a natural drainageway with sufficient capacity to accept the discharge.*

**FINDINGS:** The land use application package included a Preliminary Stormwater Report, Stormwater Flow Control & Detention, revised July 2, 2023, prepared by Udell Engineering & Land Surveying, LLC. The report includes the following description of the proposed stormwater facility improvements:

“The proposed stormwater system is designed following City of Aumsville’s design standards for stormwater management of stormwater quantity. The proposed stormwater system will release developed stormwaters west into the existing City of Aumsville piped stormwater system at predevelopment rate for a 5-year storm event. The discharge rate calculated will be limited to 3.0 acres of contributing pre-development land as that is the amount of land from the site that currently discharges into the Clover Street system. The release rate will be controlled by a flow control orifice inside of a flow control manhole. Stormwater detention will be provided in an above ground off-line dry detention pond with capacity to store the volume necessary during a post-development 25-year storm event. Both the proposed release rate and detention volume meet the City of Aumsville Design Standards.”

A stormwater basin is shown in Tract A of the subdivision plan. The basin shall remain in private HOA ownership and maintenance.

The City Engineer finds the proposed stormwater detention system to be acceptable. A detailed downstream analysis is required to ensure the storm drain has adequate capacity to prevent

flooding of downstream properties. The City Engineer's full comments are attached in Exhibit A. This standard can be met through compliance with the recommended condition of approval.

**20.41 Water System:**

*Each development site shall be provided potable water; and fire hydrants and mains shall be installed as required by the fire chief.*

FINDINGS: The City Engineer reviewed the land use submittal and provided comments on sewer. Steve Ward states "Water service is available via an existing 6-inch public main at the end of Clover Street. The available fire flow is not known, which may require the line to be looped. The applicant shall complete a fire flow test on the existing water system and calculate the fire flow capacity at the end of the development. The calculations are subject to review and approval by the City Engineer. An 8-inch main shall be extended with the project to the end of the new street. If required to be looped for fire flow, the main may be looped back to 4<sup>th</sup> Street or 1<sup>st</sup> Street with an easement to City Standards. Separate 1-inch water services are allowed to serve each side of the proposed duplexes. Fire Hydrants shall be located as approved by Public Works and the Fire Department."

Compliance with the City Engineer comments and the PWDS are recommended conditions of approval. This standard can be met.

**20.42 General Provisions:**

*(A) Improvements for Partitions. The same improvements shall be installed to serve each building site of a partition as is required of a subdivision....*

*(B) Property Monumentation. Upon completion of a street improvement and prior to acceptance by the City, all property corners shall be re-established and protected.*

FINDINGS: Property monumentation is included as a standard condition of approval.

**20.43 Pedestrian/Bicycle Accessways:**

*(A) Pedestrian/bicycle accessways shall be provided as follows:*

- 1. Pedestrian/bicycle access shall be provided in cul-de-sacs to either adjacent streets or undeveloped properties, excluding cul-de-sacs under 300 feet in length.*
- 2. Pedestrian/bicycle accessways shall be provided to adjacent parks or schools when out of direction travel is more than 400 feet.*
- 3. Subdivisions shall provide a street connection at least every 600 feet or an accessway every 400 feet to adjacent or parallel streets.*

*(B) Pedestrian/Bicycle Accessway Development Standards.*

- 1. The accessway shall be a 10-foot-wide paved or concrete surface constructed within a 15-foot right-of-way.*
- 2. The accessway shall be as short as possible. The accessway shall not be more than 250 feet in length. There shall be vision clearance from one end of the accessway to the other end.*
- 3. The accessway shall be lit.*
- 4. The pedestrian and bicycle accessway shall be signed.*
- 5. The accessway shall be dedicated to the public for maintenance and security.*

6. *The accessway shall be constructed at sidewalk grade. Ramps from the street to the accessway shall be provided as required by the city engineer.*

*(C) The Commission may waive the accessway requirement under any of the following circumstances:*

- 1. Where the establishment of the accessway is contrary to public safety; or*
- 2. Where there are other available ways or absence of any need for such accessways; or*
- 3. Where limited by topography or other natural features.*

**FINDINGS:** The extension of Clover Street to the east with this subdivision application results in a span of more than 400 feet without a pedestrian connection to either Shamrock Street to the south or N 1<sup>st</sup> Street to the east. The application proposes a multi-use path to be developed in an easement across Lot 11 and Tract A, leading south. The proposed multi-use path dead-ends on the southern property line at a private property with a single-family home not included in this subdivision, but under common ownership. A recommended condition of approval requires the applicant to connect the new Clover Street subdivision to N 1<sup>st</sup> Street through an extension of the multi-use path by reconfiguring the stormwater basin in Tract A, an easement across abutting TL 6700, or a lot line adjustment with TL 6700.

#### **20.05 Public Use Areas and Parks**

*(A) Land for Public Park, Open Space, or Greenway. The provision of public spaces for parks, playgrounds, and other open space is essential for the sound and healthy development of residential areas. The City may require the dedication or reservation of such other areas or sites of a character, extent, and location suitable to the needs created by such development for parks, public utility facilities, or other public purposes.*

*1. For a residential land division (partition or subdivision) where the site is 2.0 gross acres or larger, the developer shall designate an area of not less than 7% of the site as a public park, open space, or greenway.*

...

*5. In lieu of dedicating or designating land for park or open space purposes under this section, the City may require the developer pay a fee in lieu of dedication in an amount proportionate to the value of the open space that would otherwise be required under this section...*

**FINDINGS:** The applicant has indicated that the developer intends to pay the fee in lieu of park/open space. This standard can be met through compliance with the corresponding condition of approval.

#### **22.09 Access Spacing Standards**

*(A) Access spacing standards between streets and/or driveways are:*

**Spacing Requirements for Accesses on State, County, and City Roadways**

Functional Classification	Distance <sup>(1)</sup>
Expressway (ODOT)	1,320 feet from interchange ramp termini
Arterial (County)	400 feet from any intersection with a state highway, arterial, or major collector
	300 feet from any other intersection or private access
Collector (County)	250 feet from any intersection with an arterial or state highway
	150 feet from any other intersection or private access
Collector (Aumsville)	200 feet from any intersection with an arterial or state highway
	100 feet from any other intersection or private access
Local (Aumsville)	50 feet from any other intersection or private access unless no other reasonable access is available

Notes: <sup>(1)</sup> Distances are measured from centerline to centerline of driveways and roadways

**FINDINGS:** The submitted subdivision plan has labeled the access spacing between the proposed driveways along both sides of Clover Street. As measured from centerlines, all spacing meet the standard for 50 feet between access points on a local street functional classification.

**22.11 Transportation Impacts**

*A transportation impact analysis (TIA) provides an objective assessment of the anticipated modal transportation impacts associated with a specific land use action. Throughout the development of the TIA (and beginning as early as possible), cooperation between city of Aumsville staff, the applicant, and the applicant’s traffic engineer is encouraged to provide an efficient and effective process. The city of Aumsville assumes no liability for any costs or time delays (either direct or consequential) associated with the preparation and review of a transportation impact analysis. City staff may, at its discretion, and depending on the specific situation, require additional study components in a TIA beyond what is outlined in this section or waive requirements deemed inappropriate.*

*(A) When a Transportation Impact Analysis is Required. A TIA shall be required when: 1. The development generates 25 or more peak-hour trips or 250 or more daily trips, or proposals adding traffic to or creating known or anticipated safety or neighborhood traffic concerns, or proposals that would generate a high percentage of truck traffic (more than 5% of site traffic)...*

*(B) When a Transportation Assessment Letter is Required. If a TIA is not required, the applicant’s traffic engineer shall submit a transportation assessment letter to the City indicating the proposed development or land use action is exempt. This letter shall outline the trip-generating characteristics of the proposed land use and verify that the site-access driveways or roadways meet City visual clearance requirements and roadway design standards.*

**FINDINGS:** The land use application resubmittal package included a letter from transportation engineering firm Ferguson & Associates, Inc. dated July 12, 2023. The letter provides a trip generation estimate based upon ITE standards. The letter concludes that a TIA is not required,

as captured in the image below. The assessment letter satisfies ADO 22.11 (B) provided above. No further traffic studies are required.

### TRIP GENERATION

Future trips generated by the project were forecast using the trip generation rates found in the 11<sup>th</sup> Edition of *Trip Generation* (ITE, 2021). Land Use 215 attached single-family housing was selected at the most appropriate land use category for the proposed use. The ITE trip rates are shown in Table 1.

**TABLE 1 – TRIP GENERATION RATES**

ITE Land Use & Code	Ind. variable	Trip Ends Rate		In/Out Split	
		(trips per t.s.f)		(percent)	
		PM Peak Hour	Daily	PM Peak Hour	Daily
Single Family Attached Housing 215	DU	0.57	7.20	57/43	50/50

The proposed project was forecast to generate a total of 15 new p.m. peak hour trips and 187 new daily trips, as shown in Table 2. Since this forecast is less than 25 p.m. peak hour trips and 250 daily trips, a TIA is not required by the Aumsville Development Code.

### III. SUMMARY AND RECOMMENDATION

Based on the findings contained in this report, it is concluded that the Youmans Clover Street Subdivision application complies with the applicable criteria contained in the ADO. Staff recommends APPROVAL of the subdivision and replat application, subject to the following recommended conditions of approval.

### IV. RECOMMENDED CONDITIONS OF APPROVAL

- A. **LAND USE APPROVAL:** Pursuant to ADO 20.04 ‘Expiration of Land Division Approval, Time Extension, and Phasing,’ a subdivision plat shall be recorded within one year of the date of issuance of an Aumsville Public Works Type B Permit, and within five years of the city land division approval Notice of Decision signature date. This deadline may be extended by the Commission for a period up to one year; provided an extension request is made at least 30 days prior to the one-year Type B Permit or five-year deadline. Only one such time extension shall be granted. Failure to comply with the required deadlines shall require the submittal of a new land division application.
- B. **COMPLIANCE WITH CITY ENGINEER COMMENTS:** Prior to civil plan set approval, revised plan sets shall comply with City Engineer comments attached as Exhibit A.
- C. **COMPLIANCE WITH PUBLIC WORKS DESIGN STANDARDS:** Pursuant to ADO 20.36 Public Improvements, General Provisions: The standard specifications for construction, reconstruction, or repair of streets, bikeways, sidewalks, streetlights, curbs, gutters, and other public improvements within the city area as approved in the city's Public Works



Design and Construction Standards. Unless otherwise provided in the particular specifications for work authorized, public facility work shall be according to the Public Works Design and Construction Standards. The city engineer may make changes or supplements to the Public Works Design and Construction Standards consistent with the application of engineering principles to the conditions in the city.

- D. FEE IN LIEU OF PARK/OPEN SPACE: Prior to City plat approval, applicant shall pay City of Aumsville a fee in lieu of park dedication an amount proportionate to the value of the open space that would otherwise be required under ADO 20.05 'Public Use Areas and Parks.' The dedication is described in sub (A)(1) as: "For a residential land division... where the site is 2.0 gross acres or larger, the developer shall designate an area of not less than 7% of the [gross] site as a public park, open space, or greenway."
- E. FIRE TURNAROUND EASEMENT: Prior to final plat approval, review plat shall demonstrate permanent apparatus turnaround easement on Lot 7, to Oregon Fire Code dimensions. No development, parking, or driveway may be permitted within the turnaround easement. 'No parking' painted curbs, striping, and/or signage may be required. Easement may be canceled once Clover Street is connected north to Del Mar Drive, or an alternate turnaround is approved by the City upon future development of the property to the north.
- F. TRACT A MAINTENANCE AGREEMENT: Tract A stormwater basin shall remain in private or HOA ownership and maintenance. Prior to final plat approval, property owner shall sign and record a maintenance agreement for the stormwater basin, authorizing the City to bill the property owner, should it fail to perform necessary maintenance tasks.
- G. MULTI-USE PATH: Prior to plat approval, plat shall show a multi-use path public access easement a minimum of 15 feet in width connecting the new Clover Street section to N 1<sup>st</sup> Street. Access may be taken across Lot 11 and Tract A and/or may be secured in a concurrent public access easement across abutting property TL 6700 to the south. A lot line adjustment to accommodate the path may be an acceptable alternative to an easement across TL 6700. Path paving shall be a minimum of 10 feet in width. Maintenance of the multi-use path shall be the ongoing responsibility of the property owner.
- H. DEAD-END BARRICADE: Pursuant to ADO 20.37(C), prior to plat approval, applicant shall install a barricade at the north end of Clover Street. The barricade shall not be removed by any party until authorized by the City.
- I. FIRE DEPARTMENT APPROVAL: Final Fire Department approval is required prior to civil plan set approval, and again prior to final plat approval.
- J. TRACT A PLANTING: Tract A shall be planted prior to final plat approval.
- K. RESIDENTIAL DESIGN STANDARDS: Residential units developed in the approved subdivision shall comply with ADO 6.10 General Requirements.

- L. MULTI-FAMILY LAND USE REVIEW: Pursuant to ADO 21.03, residential structures of more than three units shall be subject to Site Development Review.
- M. OFF-STREET PARKING: Prior to building permits, all residential unit plans shall show a minimum of two paved off-street parking spaces.
- N. ACCESS SPACING: Prior to building permit approval for any lot created by this subdivision, access spacing of 50 feet measured from centerline shall be confirmed between driveways, as well as the corner of Clover Street.
- O. CLEAR VISION AREAS & FENCES: It shall be the continuing obligation of all future property owners within this subdivision to comply with the ADO adopted clear vision area and fence standards.
- P. UNDERGROUNDING: Pursuant to ADO 20.38, all utility lines, cables, or wires, including but not limited to those used for electricity, communication, street lighting, and cable television, constructed upon or within land subdivided or prepared for development after the effective date of this ordinance, shall be required to be placed underground.
- Q. UTILITY EASEMENTS: Prior to plat approval, subdivision plat shall show frontage utility easement across all lots. The standard width for utility easements adjacent to street right-of-way shall be 7 feet. The minimum width for all other public utility easements shall be 20 feet unless otherwise specified by the utility company or city engineer.
- R. STREET NAMES. Except for extensions of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city and shall be subject to the approval of the city administrator.
- S. STREET SIGNS. The City shall install all street signs, relative to traffic control and street names, as specified by the city engineer for any development. The cost of signs and installation shall be included in the project costs, and the City shall be reimbursed for all materials and labor.
- T. PROPERTY MONUMENTATION: Upon completion of a street improvement and prior to acceptance by the City, all property corners shall be re-established and protected.
- U. PUBLIC IMPROVEMENTS REQUIRED PRIOR TO BUILDING PERMITS: No land use approval or building permit shall be issued unless the development has an approved irrevocable access to a public street. Streets, sidewalks, and bikeways within a development shall be improved in accordance with this ordinance. Any new street or additional street width planned as a portion of an approved street plan shall be dedicated and improved in accordance with this ordinance. Streets shall be created through the approval of a subdivision plat.
- V. FINAL PLAT APPROVAL: Pursuant to ADO 20.27 'Process for Final Plat Approval,' the final plat shall conform to the survey requirements contained in ORS Chapter 92. Upon

receipt of the final plat, the Administrative Official shall determine its substantial conformity with the Council's approval of the tentative plat. The Administrative Official shall advise the developer of any changes or additions to be made. The developer shall have a reasonable time in which to correct and resubmit the final plat. City officials shall sign the final plat instrument only when the final plat substantially conforms to all conditions and requirements set forth by the Council's approval. Plat endorsement lines for the City shall be: 1) the mayor, 2) city administrator, and 3) city engineer. Pursuant to ADO 20.28, the effective date and approval process for a subdivision shall become final upon the recording date of the approved final subdivision plat, recorded in accordance with Oregon Revised Statutes.

## **V. PLANNING COMMISSION OPTIONS**

- A. Motion to recommend City Council APPROVAL of the Subdivision and Replat, adopting the findings and recommended conditions of approval contained in the staff report.
- B. Motion to recommend City Council APPROVAL of the Subdivision and Replat, adopting the findings and recommended conditions of approval contained in the staff report, as MODIFIED by the Planning Commission, and stating the desired revisions.
- C. Motion to recommend City Council DENIAL of the Subdivision and Replat, adopting modified findings, and stating the desired revisions.
- D. Motion to CONTINUE the public hearing, to a date and time certain, if the Planning Commission determines additional information is needed to determine whether applicable standards and criteria are sufficiently addressed, or if requested by any party to the hearing. Note: this should only be done if a 120-Day Time Extension Waiver is agreed to by the applicant, with a minimum of 30 additional days.



September 25, 2023

Holly Byram  
Land Use Planner  
Mid-Willamette Valley Council of Governments  
100 High Street SE  
Suite 200  
Salem, OR 97301

RE: Youmans – Clover Street Subdivision Application – Aumsville, Oregon

Dear Holly:

Public Works has reviewed the proposed 15 Lot subdivision at the end of Clover Street in Aumsville, Oregon as submitted by Udell Engineering. Per your request, below are Public Works written comments for the Proposed Duplex Subdivision Development.

The property is located in the center of the City off the end of Clover Street and west of Shaw Highway (1<sup>st</sup> Street). The development is comprised of five separate tax lots totaling approximately 4 acres with 4 existing single family residences. The surrounding properties are single family on conventional lots. We have reviewed the application only with respect to the infrastructure and access and offer you the following comments regarding the various the facilities:

**Water**

Water service is available via an existing 6" public main at the end of Clover Street. The available fire flow is not known which may require the line to be looped. The Applicant shall complete a fire flow test on the existing water system and calculate the fire flow capacity at the end of the development. The calculation are subject to review and approval by the City Engineer. An 8" main shall be extended with the project to the end of the new street. If required to be looped for fire flow, the main may be looped back to 4<sup>th</sup> Street or 1<sup>st</sup> Street within an easement to City Standards. Separate 1" water services are allowed to serve each side of the proposed duplexes. Fire Hydrants shall be located as approved by Public Works and the Fire District. All Public improvements required to serve the site to be designed and constructed to the City's Public Works Design Standards (PWDS).

September 25, 2023  
Holly Byram  
City of Aumsville  
Page 2

**Sanitary Sewer**

Sanitary sewer is available via an existing 8" sanitary sewer in Clover Street. An 8" main shall be extended with the project to the end of the new street. A single 4" sewer service is allowed to serve each duplex. All Public improvements required to serve the site to be designed and constructed to the City's Public Works Design Standards (PWDS).

**Streets/Access**

The proposed preliminary street layout is acceptable to PW. Street trees and sidewalks will be required with the development. A single driveway, a maximum of 30' wide, is limited for all lots except corner lots which may have two driveways. An easement shall be granted to the public to allow a temporary turn around until the street is extended and a permanent turn around is provided. All Public improvements required to serve the subdivision to be constructed to the City's Public Works Design Standards (PWDS).

**Drainage**

The Applicant provided detailed storm drain calculations including detention calculation for the proposed development. The stormwater detention system as proposed is acceptable. Public Works still requires a detailed analysis of the downstream storm drain system to insure it has adequate capacity to prevent flooding of downstream properties. All Public improvements required to serve the site to be constructed to the City's Public Works Design Standards (PWDS).

**Private Utilities**

In accordance with the City's Design Standards, all private utilities must be located underground.

**General**

The proposed improvements shall be constructed in substantial conformance with the preliminary plan submitted by the applicant, except as modified by this letter and in conformance with the Aumsville Development Code and Public Works Design Standards (PWDS).


September 25, 2023  
Holly Byram  
City of Aumsville  
Page 3

The development and use of this site shall meet all of the requirements of Federal, State County and City laws, regulations and standards unless explicitly waived in this approval. Omission of any such requirement from this approval does not constitute a waiver of that requirement. It is the Applicant/Developers responsibility to determine if there are any jurisdictional wetlands on the property.

Please call if you have any questions regarding this letter.

Sincerely,

**WESTECH ENGINEERING, INC.**

  
A handwritten signature in black ink, appearing to read 'S. Ward', is written over a horizontal line. The signature is cursive and somewhat stylized.

Steven A. Ward, P.E.

CC: Steve Oslie  
Matt Etzel



595 Main St. Aumsville, Oregon 97325  
(503) 749-2030 • TTY 711 • Fax (503) 749-1852  
www.aumsville.us

*I acknowledge that if the actual cost to process and review the application by contracted or full-time staff exceeds the application fee, the applicant will be responsible for the excess charges. The fee would be considered a deposit toward the actual cost.*

FOR OFFICE USE ONLY	
Filing fee: \$3200	
Date Rec'd/Fee Pd	
Receipt No.	

**SUBDIVISION APPLICATION  
TYPE III ACTION**

Upon compliance with Sections 12.00 and 20.26 regarding Subdivision applications, a public hearing shall be scheduled before the Aumsville Planning Commission and the Aumsville City Council. A complete application shall be submitted and deemed complete at least **twenty days prior to the regularly scheduled meeting of the Aumsville Planning Commission at which the public hearing will be held.** The Planning Commission will provide a recommendation to the City Council who will render the final decision. The applicant shall complete an application as required by the city, pay the fee, and submit six (6) copies of the preliminary plan together with six (6) copies of any supplementary material. Please also submit a PDF of all documents to the city (email: rharding@aumsville.us)

Site Location Description: North and south of the east terminus of Clover Street; west of railroad

Applicant: Laura LaRoque, Udell Engineering and Land Surveying, LLC

Address: 63 E. Ash Street

Phone: (541) 990-8661 Email Contact: laura@udelleng.com

Engineer Contact: Brian Vandetta, Udell Phone: (541) 451-5125 / brian@udelleng.com

Property Owner (if different from applicant): Thomas Youmans

Address: 995 Olney Street, Aumsville, OR 97325

Phone: (503) 580-9294 Email Contact: tryoumans@gmail.com

We, the undersigned property owner(s) or authorized agent(s), request a subdivision review to allow the construction of (short description of subdivision: # of lots, etc.): 12 residential lots as permitted by Section No. 22.26 of the Aumsville Development Ordinance for property legally described as: Marion County Map No.(s) 0802W25DA Tax Lots 100, 200, 6600, 8300, and 8400, (Section, Township, and Range) (if available) Marion County Parcel No.(s)                     , Lot                      Block                      For the following reason:                     

\_\_\_\_\_  
\_\_\_\_\_

**PRELIMINARY PLAT:**

Applicants for subdivisions shall include the following information and data on a preliminary plat:  
(Attach additional information as needed)

- A. Vicinity Map. Submit a reduced scale drawing/map showing the proposed subdivision in relation to the adjacent area; showing existing subdivisions, streets, and tract lines of acreage land parcels; the names of the recorded owners of all land parcels within 100 feet, or farther if necessary, to assist in locating proposal.
- B. Name and address of applicant's engineer
- C. Location of proposal by:  
Section, Township, and Range.
- D. Legal description sufficient to define the location and boundaries of the proposal according to the real estate records of the Marion County Assessor
- E. Date
- F. Northpoint
- G. Scale of drawing at either 1"=50' or 1"= 100'
- H. Name of Subdivision: \_\_\_\_\_  
**(This name must not resemble the name of any other development within the city or within five (5) miles of Aumsville.)**
- I. State the location, widths and names of both open and unopened streets within, or adjacent to the proposed subdivision together with easements and other important features such as section lines, section corners, city boundary lines, monuments, railroad rights-of-way
- J. State location in the adjoining streets or property of existing sewers and water mains, culverts and drainpipes, electric conduits or lines proposed to be used on the property to be subdivided and invert elevations of sewers at points of proposed connections.
- K. Zoning on and adjacent to the proposed subdivision
- L. Existing uses of the property, and adjacent property within two hundred fifty (250) feet, including location of all existing structures, to remain on the property.
- M. Lot layout with approximate dimensions and property lot numbers
- N. Location, width, directions, and flow of all water courses
- O. Contour lines and the elevations of all control points which are used to determine the contours.

**Flooding Matters:**

- 1) Location of properties within the 100 Year Flood Plain
- 2) Location of and direction of drainageways or easements
- 3) Location of areas subject to flooding
- 4) Locations of properties subject to inundation or storm water overflow within or adjacent to the proposed subdivisions
- P. The direction of slope by means of arrows or other suitable means
- Q. Natural features such as:
  - 1) Rock outcroppings
  - 2) Marshes
  - 3) Wetlands
  - 4) Wooded areas
  - 5) Buildable area trees over twelve (12) inches in diameter measured at four and one-



half (4 1/2) feet from the ground

- R. Contemplated and existing public areas within the proposed subdivision:
  - 1) Location
  - 2) Size
  - 3) Use
  - 4) A description of the adaptability of the area for uses contemplated
  - 5) Areas for public use, approved by the Commission, shall be dedicated for such use and indicated on the final plat before recording.
- S. Proposed Streets:
  - 1) Location
  - 2) Widths
  - 3) Names
  - 4) Approximate radius of curves
  - 5) Required bikeways
  - 6) Pedestrian facilities
  - 7) The relationship of all streets to any projected streets as shown on any development plan adopted by the Commission
- T. Easements located on the site or abutting property, showing the width and purpose of all easements
- U. Proposed land uses
- V. Proposed deed restrictions or covenants
- W. Total acreage in the subdivision and the percent of land dedicated to the public, not including easements
- X. All public improvements proposed to be installed and the approximate time installation is desired
- Y. Submit any special improvements to the Commission with sufficient detail as is practical
- Z. Supplementary information, plans, and details:
  - 1) Approximate centerline profiles with extensions for a reasonable distance beyond the limits of the proposed subdivision showing the finished grade of streets and the nature and extent of street construction.
  - 2) A plan for showing the proposed placement of meter boxes.
  - 3) A plan for flood control, including profiles of proposed drainage ways.
  - 4) If lots are to be graded, a plan showing the nature of cuts and fills and information on the character of the soil.
- AA. A legend that clearly defines lines, patterns, symbols, and other patterns used on the plat included?

**DECISION CRITERIA**

The criterion below is from the Aumsville Development Ordinance and must be considered at any public hearing on this application.

- A. Is the overall dwelling density consistent with policies contained in the Aumsville Comprehensive Plan?

**YES**  **NO**  **Please Explain:** See application narrative

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B. Does each lot satisfy the dimensional standards of applicable zoning?

YES  NO  Please Explain: See application narrative

C. Are there adequate public facilities available to serve the newly created lots?

YES  NO  Please Explain: See application narrative

D. Will this development increase the parcels' or the structures' use of the public improvement facilities?

YES  NO  Please Explain: See application narrative

E. Does the subdivision comply with the applicable design criteria in Development Ordinance Section 20.34?

YES  NO  Please Explain: See application narrative

**ATTACHMENT:**

A certified list obtained from Marion County, or a title company, of the names of the owners of all property within 100 feet of the boundary of the property proposed for a subdivision, the mailing addresses, and the description of their properties as it appears on the most recent assessment and tax roll of Marion County, or as it appears in the deed records of the county, if such records be later, shall be attached. Property owned by the City of Aumsville shall not be deemed as part of the affected area. Please include the name and address of the applicant and property owners of the subject property.

The application must be signed by the applicant and all owners of the applicable property.

**Applicant Name (please print):** Laura LaRoque, Udell Engineering and Land Surveying, LLC

**Applicant Signature:** *Laura LaRoque* **Date:** 5/9/23

**Property Owner Name (please print):** Thomas Youmans

**Property Owner Signature:** *Tom Youmans* **Date:** May 9, 2023

**Mailing Address:** 995 Olney Street, Aumsville, OR 97325

**Property Owner Name (please print):** \_\_\_\_\_

**Property Owner Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Mailing Address:** \_\_\_\_\_

**Prepare and attach additional signatures, if necessary.**







# Aumsville Subdivision Application

Final Audit Report

2023-05-09

Created:	2023-05-09
By:	Laura Laroque (laura@udelleng.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAABTbY8BmKtDinVKiD12Ra0xArRIA0JyNB

## "Aumsville Subdivision Application" History

-  Document created by Laura Laroque (laura@udelleng.com)  
2023-05-09 - 3:13:36 PM GMT- IP address: 24.20.220.78
-  Document emailed to tryoumans@gmail.com for signature  
2023-05-09 - 3:13:59 PM GMT
-  Email viewed by tryoumans@gmail.com  
2023-05-09 - 5:12:00 PM GMT- IP address: 104.28.116.96
-  Signer tryoumans@gmail.com entered name at signing as Tom Youmans  
2023-05-09 - 5:14:00 PM GMT- IP address: 76.14.239.77
-  Document e-signed by Tom Youmans (tryoumans@gmail.com)  
Signature Date: 2023-05-09 - 5:14:02 PM GMT - Time Source: server- IP address: 76.14.239.77
-  Agreement completed.  
2023-05-09 - 5:14:02 PM GMT

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## REPLAT & TENTATIVE SUBDIVISION PLAT APPLICATIONS

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Submitted to: City of Aumsville  
Planning Division  
595 Main Street  
Aumsville, OR 97325  
(503) 749-2030  
rharding@aumsville.us

Applicants/Property Owners: Thomas Youmans  
995 Olney, Street  
Aumsville, OR 97325  
(503) 580-9294 / tryoumans@gmail.com

Applicant's Representative: Udell Engineering and Land Surveying, LLC  
63 E. Ash Street  
Lebanon, OR 97355

Contact: Laura LaRoque  
Email: [laura@udelleng.com](mailto:laura@udelleng.com)  
Phone: (541) 990-8661

Site Location: 222 Clover St.; 575 N 1st St.; 377/379, 381/383 Shamrock St.

Map/Tax Lot: 08-2W-25DA; Tax Lots 100, 200, 6600, 6700, 8300, 8400

Site Size: 1.86-acres (Tax Lot 100); 0.69-acres (Tax Lot 200); 0.62-acres (Tax Lot 6600); 1.00-acres (Tax Lot 6700) 0.38-acres (Tax Lot 8300); 0.41 (Tax Lot 8400)

Existing Land Use: SFD (Tax Lot 100); unimproved (Tax Lot 200); SFD (Tax Lot 6600); SFD (Tax Lot 6700); duplex (Tax Lot 8300); duplex (Tax Lot 8400)

Zone Designation: Residential Multi-Family (RM)

Comprehensive Plan Designation: Residential Multi-Family (RM)

Surrounding Zoning: North: Residential Multi-Family (RM)  
South: Residential Multi-Family (RM)  
East: Residential Multi-Family (RM)/Interchange Dev. (ID)  
West: Residential Multi-Family (RM)

Surrounding Uses: North: Unimproved  
South: Residential  
East: Railroad  
West: Residential



22-358 Youmans  
Clover Street  
Subdivision Application

July 12, 2023  
Page 1 of 17

I. **Executive Summary**

Thomas Youmans “applicant” requests approval of a concurrent review of the following two applications:

1. A replat of Shamrock Estates, Lots 5 and 6.
2. Preliminary Subdivision Plat for a 15-lot residential subdivision with associated site, utility, and street frontage improvements.

The subject property is located at the east terminus of Clover Street, west of the railroad and identified by Marion County Tax Assessor’s Map No. 8S-2W-25DA, Tax Lots 100, 200, 6600, 6700, 8300, 8400. The subject properties consist of 4 parcels and 2 lots totaling ±3.85-acres.

II. **Replat**

Section 20.32 states that a replat of a recorded subdivision or partition plat must be reviewed as a new request for a subdivision or partition and subject to all provisions of Section 20.00. The tentative plat review criteria below include findings for the replat and tentative subdivision plat applications.

III. **Tentative Plat Review Criteria**

Section 20.26 includes the following review criteria for a preliminary subdivision plat, which must be met for this application to be approved. Code criteria are written in **bold** and are followed by findings and conclusions.

**Criterion A**

**The overall dwelling density shall be consistent with policies contained in the Comprehensive Plan.**

Findings

- 1.1 As stated in Section 4.01 the purpose of the Aumsville Development Code is to implement the city of Aumsville Comprehensive Plan, as acknowledged by the Land Conservation and Development Commission on May 3, 1979, through the coordination of the regulations governing the use and development of land; and, it is further the intent that all use and development of land within the city of Aumsville be consistent with the adopted Comprehensive Plan and with all other applicable county, state, and federal regulations. Therefore, conformance with applicable Development Code standards implements the policies contained in the Comprehensive Plan.

Conclusions

- 1.1 This criterion is satisfied without conditions.

**Criterion B**

**Each lot shall satisfy the dimension standards of the applicable zoning district, with the exception of the following: (1) The applicant may submit a variance as a part of the subdivision request to modify dimension requirements; (2) For subdivisions exceeding 10 lots, up to 20% of**



**the lots may be reduced in area by a maximum of 10%, provided, the average lot size for the entire subdivision meets or exceeds the minimum lot size required in the underlying zone.**

Findings

- 2.1 The subject properties are located entirely within the Residential Multi-Family (RM) zoning district.
- 2.2 Section 6.01 states that permitted outright include single-family dwelling; duplexes; triplexes; and apartments.
- 2.3 Section 6.04 states that the minimum lot area is 8,000 square feet for single-family and duplex dwelling units; B) 1,000 square feet for each dwelling unit over two; and D) single-family attached dwelling: 4,200 square feet, subject to approved conditional use.

According to Section 20.26, up to 20 percent of the lots may be reduced in area by a maximum of 10 percent, when a subdivision has 10 lots or greater given the average lot size for the entire subdivision meets or exceeds the minimum lot size required in the underlying zone.

There are 15 lots proposed with an average lot size of 9,196 square feet. All lots exceed the minimum lot area for single-family and duplex dwelling units.

Lot 1	8,162 sf
Lot 2	9,340 sf
Lot 3	12,328 sf
Lot 4	11,189 sf
Lot 5	10,309 sf
Lot 6	8,100 sf
Lot 7	8,000 sf
Lot 8	8,000 sf
Lot 9	8,020 sf
Lot 10	8,062 sf
Lot 11	11,962 sf
Lot 12	8,002 sf
Lot 13	9,848 sf
Lot 14	8,466 sf

Lot 15	8,149 sf
Average Lot Size	9,196 sf

- 2.4 Section 6.05 states that the minimum lot width is 80-feet except for single-family attached dwellings which is 40-feet. Lot width is defined in Section 1.00 as follows: The horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines. All proposed lots are 80-foot wide or greater when measured at the midpoint of the front and rear lot lines.
- 2.5 Section 6.06 states that the maximum lot coverage is 50 percent. Lots 3, 13, and 14 will contain existing developments. The lot coverages of these lots are 13 percent, 26 percent, and 31 percent, respectively.
- 2.6 Section 6.07 states that the minimum yard requirements are as follows: 20-foot front setback; 5-foot (one-story), 7-foot (two story), 8-foot (three story), and 8-foot plus 1 foot for four plus stories for side, interior setback; 10-foot plus 1 foot for each story over three for rear setback; zero interior setback for single-family attached dwellings.
- Lots 3, 13, and 14 will contain existing developments. Setbacks from proposed property lines in compliance with these standards are depicted on the preliminary site plan. Setbacks for future development will be reviewed in association with a building permit.
- 2.7 Section 6.08 states that the maximum height of a residential structure is 35 feet or 3 ½ stories. Lots 3, 13, and 14 will contain existing developments. The height of existing structures was reviewed at the time of building permit approval. The height of future development will be reviewed in association with a building permit.
- 2.8 Section 6.09 states that a minimum of two off-street parking spaces are required for each dwelling unit. Lots 3, 13, and 14 will contain existing developments. Each of these lots has two off-street parking spaces provided in garages and/or paved driveways. Off-street parking associated with future development will be reviewed in association with a building permit.
- 2.9 Sections 6.10 – 6.13 include general requirements by housing types. Existing developments were reviewed at the time of building permit approval. All new developments will be reviewed in conjunction with a building permit as applicable.

Conclusions

- 2.1 This criterion is satisfied without conditions.

**Criterion C**

**Adequate public facilities including sewer, water, transportation, parks, and telecommunications shall be available to serve the newly created lots and transportation shall**



**be coordinated with the school district. The subdivision shall comply with the applicable requirements of Section 22.**

Findings

3.1 Section 20.05 requires a seven percent park land dedication or a fee-in-lieu an amount proportionate to the value of the open space that would otherwise be required under this section for residential land divisions where the site is 2.0 gross acres or larger.

A fee-in-lieu as opposed to a dedication is proposed. The site has a net land area of  $\pm 2.75$  acres; therefore, the proportionate to the value of the open space will be based on 0.19 acres. A fee-in-lieu may be included as a condition of approval.

3.2 Supplementary zone regulations are contained in Section 22.00. Sections 22.01, 22.05, 22.09, and 22.11 are applicable to this application.

3.3 Section 22.01 includes the following clear vision area standards:

(A) *A clear vision area shall be maintained on corner lots at the intersection of public or private streets, and at the intersection of any street with an alley or driveway.*

(B) *A clear vision area is a triangular area, two sides of which are lot lines starting from the corner at the intersection and measured for a distance of 20 feet. In the case of driveways, 20 feet shall be measured from the intersection of the property line with the centerline of the driveway, or the centerline for two-way drives. Where lot lines or intersections have rounded corners, the lines shall be extended in a straight line to a point of intersection (making a corner) and so measured. The third side of the triangle shall be a line connecting the nonintersecting ends of the other two lines.*

(C) *Clear vision shall also include all areas adjacent to a street, 10 feet from the face of the curb, regardless of property line.*

(D) *A clear vision area shall contain no planting, sight-obscuring fence wall, hedge, structure, vehicle parking, or any temporary or permanent obstruction exceeding 36 inches, measured from the adjacent curb elevations or established street grade if no curb exists. Trees may be located in this area, provided all branches and foliage are removed up to a height of 8 feet above the ground. The vision clearance area may be increased by the Council, Commission, or Administrative Official upon finding that more sight distance is required for safety reasons. (i.e., due to traffic speeds, roadway alignment, etc.)*

The clear vision area for all lots follows these standards as depicted on the preliminary driveway plan. Clear vision areas will be reviewed again in conjunction with a building permit as applicable.

3.4 Section 22.05 (Parking) refers to Section 18.

1. Section 18.01 states that off-street vehicular parking areas must be provided and maintained for any new building or structure erected.



2. Section 18.03 states that off-street parking and loading areas shall be provided on the same lot as the main building or structure or use, except that in any non-residential zone.
3. According to 18.05(B) states that two off-street parking spaces per dwelling unit is required for 1, 2, and 3 family dwellings.
4. Section 18.08 provides development and dimensional standards for required parking areas these standards are italicized below:

*(A) Location. The required yard areas adjacent to a street shall not be used for parking or loading areas, except for a residential driveway. (B) Surfacing. All driveways, parking, and loading areas shall be paved with asphalt or concrete surfacing and shall be adequately designed, graded, and drained. (C) Surfacing for Residential Uses. All driveways, parking spaces, and vehicle and recreational vehicle storage areas shall be paved with asphalt or concrete surfacing matching existing surfaces and shall be adequately designed, graded, and drained. Unless prohibited by the building design (e.g., a garage running parallel to a street) all parking and storage spaces shall run perpendicular to the adjacent street and shall not reduce minimum landscaping area requirements. (D) Size of parking spaces and driveways: 1. A driveway for residential use shall be a minimum width of 10 feet. 2. One-way drives shall have a minimum improved width of at least 12 feet, exclusive of parking spaces. 3. Two-way drives shall have a minimum improved width of at least 20 feet, exclusive of parking spaces. 4. The minimum width of any parking space shall be 10 feet, exclusive of driveways. 5. The minimum length of any parking space shall be 20 feet, exclusive of driveways. (G) Single-Family Driveways. On a lot developed with a single-family dwelling, only one driveway is allowed per street frontage unless the frontage is over 100 feet in length.*

Off-street parking in compliance with these standards is depicted on the preliminary site plan. Off-street parking associated with future development will be reviewed in association with a building permit.

- 3.5 Section 22.09 includes the following access spacing standards for local streets: (A) Access spacing standards between streets and/or driveways are 50 feet from any other intersection or private access unless no other reasonable access is available. Access spacing in compliance with these standards is depicted on the preliminary site plan.
- 3.6 Section 22.11 states that a Traffic Impact Analysis (TIA) shall be required under certain conditions. In this case, the primary condition is the first, which is when (1) "The development generates 25 or more peak-hour trips or 250 or more daily trips..."

The proposed project is forecast to generate 15 new p.m. peak hour trips and 187 new daily trips, which is less than the TIA threshold. Therefore, a transportation assessment letter produced by Scott Ferguson of Ferguson and Associates; Inc. is included in the application package. This letter was written to satisfy the requirements of the Code regarding a

Transportation Assessment Letter, as per Section 22.11(B) of the Aumsville Development Code, which reads:

*“If a TIA is not required, the applicant’s traffic engineer shall submit a transportation assessment letter to the City indicating the proposed development or land use action is exempt. This letter shall outline the trip-generating characteristics of the proposed land use and verify that the site-access driveways or roadways meet City visual clearance requirements and roadway design standards.”*

The transportation assessment letter outlines the trip-generation characteristic of the proposed land use as well as verifies site clear vision and roadway design standards.

#### Conclusions

3.1 This criterion is satisfied without conditions.

#### **Criterion D**

**The subdivision shall comply with the applicable design criteria in Section 20.**

#### Findings

4.1 The subdivision design standards are contained in Sections 20.34 – 20.43.

4.2 The design standards for lot and blocks are found in Section 20.35(A)-(H). These provisions are italicized below followed by findings.

*(A) Development shall provide for the continuation or projection of existing public streets in surrounding areas or conform with the plan for the neighborhood or any development plan adopted by the Commission.*

*(B) Lot arrangement shall be such that there will be no foreseeable difficulties, for reason of topography or other conditions, in securing building permits to build on all lots in compliance with the requirements of this ordinance, with the exception of lots designed for open space.*

*(C) Lot dimensions shall comply with the minimum standards of this ordinance. When lots are more than double the minimum area designated by the district, the approval authority shall require that such lots be arranged so as to allow further subdivision and the opening of future streets where it would be necessary to serve such potential lots.*

*(D) Double frontage lots shall be avoided except where necessary to provide separation of residential developments from streets of collector and arterial street status or to overcome specific disadvantages of topography and/or orientation. When driveway access from arterials is necessary for several adjoining lots, the Commission shall require that such lots be served by a combined access driveway in order to limit possible traffic hazards on such streets. The driveway should be designed and arranged so as to avoid requiring vehicles to back into traffic on arterials.*

*(E) The side property lines of a lot shall, as far as practical, run at right angles to the street*

*upon which it faces, except that on a curved street the side property line shall be radial to the curve.*

- (F) Blocks shall not exceed 600 feet between street lines unless the adjacent layout or special conditions justify greater length. Except where topography or other physical features make it otherwise, block widths shall not be less than 200 feet or more than 400 feet.*
- (G) Cul-de-sacs shall be as short as possible and shall have a maximum length of 400 feet. In any residential division, no more than 5 lots shall have access on a cul-de-sac bulb except that additional lots may be permitted where one additional off-street parking space is created for each lot which has access on the bulb. The minimum frontage of a lot on a cul-de-sac shall be 20 feet as measured perpendicular to the radius. Cul-de-sacs and dead-end streets shall have turnarounds with a radius of not less than 45 feet to the curb line.*
- (H) Lots are required to have frontage on a public right-of-way. A private access easement does not fulfill this requirement.*

Compliance with these standards is depicted on the preliminary site plan.

- 4.3 Section 20.36 (Public Improvements, General Provisions) states that the standard specifications for construction, reconstruction, or repair of streets, bikeways, sidewalks, streetlights, curbs, gutters, and other public improvements within the city area as approved in the city's Public Works Design and Construction Standards.

Compliance with these standards is depicted on the preliminary site plan and typical street section.

- 4.4 Section 20.37 includes the following applicable street standards italicized below:

- (A) General Provisions. 1. No land use approval or building permit shall be issued unless the development has an approved irrevocable access to a public street*
  - 1. No land use approval or building permit shall be issued unless the development has an approved irrevocable access to a public street.*
  - 2. Streets shall be created through the approval of a subdivision plat or partition.*
- (B) Location, Width. The location, width, and grade of all streets shall conform to the TSP and shall be considered in their relation to existing and planned streets, to bikeways and pedestrian facilities, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets.*
- (C) Street Extensions. Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary lines of the tract to be developed.*
- (D) Alignment. As far as practical, streets shall be dedicated and constructed in alignment with existing streets by continuing the centerlines thereof.*

- (E) *Intersections. Streets shall be laid out so as to intersect as nearly as possible at right angles.*
- (F) *Dead-end streets longer than 400 feet may be approved by the Commission if no other feasible means is available for development of the property and special provisions are made for public facilities, pedestrian and bicycle circulation, and emergency service access. The use of cul-de-sacs and other dead-end streets shall be discouraged and shall only be approved upon a showing by the applicant of unusual or unique circumstances justifying the use of such a street. 1. In cases where cul-de-sacs are determined to be justified, they shall only be permitted subject to the following conditions: (a) There shall be no cul-de-sacs more than 400 feet in length. (b) All cul-de-sacs shall terminate with circular turnarounds, except where the Commission finds that a "pear" or "hammerhead" turnaround is more appropriate given topography, natural or built features, and expected use. (c) An accessway shall be provided consistent with the standards for accessways, as determined by the Commission to be necessary to ensure safe, efficient, and convenient multi-modal access.*
- (G) *Partial Streets. A partial width street, while generally not acceptable, may be approved where reasonably essential to the development when in conformity with the other requirements of these standards and when it will be practical to require the dedication of the other portion when the adjoining property is developed.*
- (H) *Existing Streets. Full street improvements to all existing streets adjacent to, within or necessary to serve the development shall be required at the time of partitioning or subdivision unless the developer demonstrates to the satisfaction of the city engineer that the condition and sections of the existing streets meet all city standards and are in satisfactory condition to handle projected traffic loads.*
- (I) *3/4 Street Improvements. 3/4 streets, while generally not acceptable, may be approved in lieu of full street improvements where essential to the reasonable development of an area and when the City finds it to be practical to require the completion of the other 1/4 street improvement when the adjoining property is developed.*
- (J) *Slope and Curves. Slope shall not exceed 6 percent on arterials, 10 percent on collector streets, or 12 percent on other streets. Center line radii of curves shall not be less than 300 feet on major arterials, 200 feet on secondary arterials, or 100 feet on other streets, and shall be to an even 10 feet.*
- (K) *Railroad Right-of-Way and Intersections.*
- (L) *Arterial Access.*
- (M) *Private Streets.*
- (N) *Traffic Signals. The location of planned traffic signals shall be noted on approved street plans.*

- (O) *Street Names.* Except for extensions of existing streets, no street names shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city and shall be subject to the approval of the city administrator.
- (P) *Street Signs.* The City shall install all street signs, relative to traffic control and street names, as specified by the city engineer for any development. The cost of signs and installation shall be included in the project costs, and the City shall be reimbursed for all materials and labor.
- (Q) *Bikeways.* If appropriate to the extension of a system of bikeways, existing or planned, the Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths. Where possible, bikeways should be separated from other modes of travel including pedestrians. The minimum width for bikeways shall be 6 feet per travel lane.
- (R) *Sidewalks.* Except where exempted by the Council, sidewalks shall be constructed, replaced, or repaired to city standards and shall be located as follows: 1. On both sides of all city streets to be built at the time of street construction; 5. Sidewalks adjacent to all streets shall be 5 feet in width. Width of sidewalks shall be measured from the back of the curb. 6. Maintenance of sidewalks and pedestrian walks, curbs, and planter strips shall be the continuing obligation of the adjacent property owner. 7. Accessways shall be installed when required for cul-de-sac or dead-end streets. 8. The Public Works Director shall inspect the construction of sidewalks for compliance with the provisions of this ordinance and the Public Works Design and Construction Standards.

Compliance with these standards is depicted on the preliminary site plan.

4.5 Section 20.38 includes the following applicable utilities standards italicized below:

- (A) *Undergrounding.* Except as otherwise provided, all utility lines, cables, or wires, including but not limited to those used for electricity, communication, street lighting, and cable television, constructed upon or within land subdivided or prepared for development after the effective date of this ordinance, shall be required to be placed underground. The intent of the City is that no poles, towers, or other structures associated with utility facilities shall be permitted on any street or lot within a subdivision. Overhead facilities shall be permitted for the following in which case the above provisions shall not apply: 1. Emergency installations of electric transmission lines or through feeders operating at distribution voltages which act as a main source of supply to primary laterals and to direct connected distribution transformers and primary loads. Should it be necessary to increase the capacity of major power transmission facilities for service to the area, such new or revised installations shall be made only on rights-of-way or easements on which existing overhead facilities exist at

*the time of such capacity increase. 2. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes, meter cabinets, telephone cable closures, connection boxes, and the like. 3. Structures without overhead wires, used exclusively for fire alarm boxes, streetlights, or municipal equipment installed under the supervision and with the approval of the city engineer. 4. Power substations, pumping plan, and similar facilities necessary for transmission or distribution of utility services shall be permitted subject to compliance with all zoning regulations and other applicable land use regulations. Plans showing landscaping and screening shall be approved by the Commission for all such facilities prior to any construction being started. 5. Television antennas. 6. Industrial developments except for those utility lines, cables, and/or wires providing service to an individual lot. Such lines must be placed underground from the nearest power pole to the facility ultimately being operated on the individual lot. Certain industries requiring exceptionally large power supplies may request direct overhead power as a condition of approval. Underground utilities may be required in industrial park developments and planned developments in industrial districts.*

- (B) *Future Installations. The owner or contract purchaser of subdivided real property within a subdivision shall provide in the instrument conveying such interest, a covenant not to erect or allow to be erected upon the property conveyed, any overhead utility facilities, except such facilities as are exempt from underground installation. Such covenant shall require grantees to install, maintain, and use underground electric, telephone, cable television, or other utility services used or to be used to serve the premises. A copy of the covenant shall be submitted with the final plat.*
- (C) *Easements. A property owner proposing a development shall make arrangements with the City and each utility franchise for the provision and dedication of utility easements necessary to provide full service to the development. The standard width for public utility easements adjacent to street right-of-way shall be 7 feet. The minimum width for all other public utility easements shall be 20 feet unless otherwise specified by the utility company or city engineer. Where feasible, utility easements shall be centered on a corner lot.*

Compliance with these standards is depicted in the preliminary plan set.

4.6 Section 20.39 includes the following sanitary sewer standards italicized below:

- (A) *General Provisions. 1. Sanitary sewers shall be installed to serve each new development to existing mains. 2. The city engineer shall approve all sanitary sewer plans and proposed systems prior to issuance of development permits involving sewer service. 3. Proposed sewer systems shall include consideration of additional development within*

*the area as projected by the Comprehensive Plan. 4. Proposed developments shall make provisions for any right-of-way, easement, trunk line, or pumping station specifically designed in an approved master sewerage plan or capital improvements plan. The cost for such provisions shall be assessed as specified in the master sewerage plan or capital improvements plan. 5. Development permits may be restricted by the Administrative Official where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health and safety, surcharging of existing mains, or violations of state or federal standards pertaining to operations of the sewage treatment system.*

Compliance with these standards is depicted on the preliminary utility plan sheet.

4.7 Section 20.40 includes the following storm drainage standards italicized below:

- (A) *General Provisions. The Administrative Official shall issue a development permit only where adequate provisions for storm and flood water run-off have been made as determined by the city engineer. The stormwater drainage system shall be separate and independent of any sanitary sewerage system. Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street. Surface water drainage patterns shall be shown on every development proposal plan.*
- (B) *Easements. Where a subdivision is traversed by a water course, drainageway, channel, or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such water course and such further width as will be adequate for conveyance and maintenance. Streets or parkways parallel to watercourses may be required.*
- (C) *Accommodation of Upstream Drainage. A culvert or other drainage facility shall, and in each case be large enough to accommodate potential run-off from its entire upstream drainage area, whether inside or outside of the development. The city engineer shall determine the necessary size of the facility, based on the provisions of the construction standards and specifications and assuming conditions of maximum potential watershed development permitted by the Comprehensive Plan.*
- (D) *Effect of Downstream Drainage. Where it is anticipated by the city engineer that the additional run-off resulting from the development will overload an existing drainage facility, the Commission shall withhold approval of the development until provisions have been made for improvement of said potential condition.*
- (E) *Drainage Management Practices. In the absence of a drainage basin master plan, a development may be required to employ drainage management practices approved by the city engineer which would minimize the amount and rate of surface water run-off*

*into receiving streams. Drainage management practices may include but are not limited to: 1. Temporary ponding of water. 2. Permanent storage basins. 3. Minimization of impervious surfaces. 4. Emphasizing natural water percolation and natural drain ways. 5. Prevention of water flowing from the roadway in an uncontrolled fashion. 6. Stabilization of natural drainageways as necessary below drainage and culvert discharge points from a distance sufficient to convey the discharge without channel erosion. 7. Run-off from impervious surfaces shall be collected and transported to a natural drainageway with sufficient capacity to accept the discharge.*

Compliance with these standards is depicted in the Preliminary Drainage Report and on the preliminary Drainage plan sheet.

- 4.8 *Section 20.41 states that each development site must be provided with potable water; and fire hydrants and mains must be installed as required by the fire chief.*

Compliance with these standards is depicted on the preliminary utility plan sheet.

- 4.9 Section 20.42 pertains to partitions and is therefore not applicable to this subdivision application.

- 4.10 Section 20.43 includes the following pedestrian/bicycle accessways standards italicized below:

*(A) Pedestrian/bicycle accessways shall be provided as follows: 1. Pedestrian/bicycle access shall be provided in cul-de-sacs to either adjacent streets or undeveloped properties, excluding cul-de-sacs under 300 feet in length. 2. Pedestrian/bicycle accessways shall be provided to adjacent parks or schools when out of direction travel is more than 400 feet. 3. Subdivisions shall provide a street connection at least every 600 feet or an accessway every 400 feet to adjacent or parallel streets.*

*(B) Pedestrian/Bicycle Accessway Development Standards. 1. The accessway shall be a 10-foot-wide paved or concrete surface constructed within a 15-foot right-of-way. 2. The accessway shall be as short as possible. The accessway shall not be more than 250 feet in length. There shall be vision clearance from one end of the accessway to the other end. 3. The accessway shall be lit. 4. The pedestrian and bicycle accessway shall be signed. 5. The accessway shall be dedicated to the public for maintenance and security. 6. The accessway shall be constructed at sidewalk grade. Ramps from the street to the accessway shall be provided as required by the city engineer.*

*(C) The Commission may waive the accessway requirement under any of the following circumstances: 1. Where the establishment of the accessway is contrary to public safety; or 2. Where there are other available ways or absence of any need for such accessways; or 3. Where limited by topography or other natural features.*



An eastward extension of Clover Street and a new north/south public right-of-way is included in the development proposal. The proposed right-of-way includes pedestrian/bicycle improvements and connectively from the east termination of Clover Street to an abutting, undeveloped property to the north (082W25AD15400); therefore, Section 20.43(A)(1) is met.

There are no schools or parks next to or adjoining (i.e., adjacent to) the subject property; therefore, Section 20.43(A)(2) is not applicable. Regardless, Wildwood Park, Aumsville Elementary School, and Willamette Valley Baptist School will be accessible through a combination of existing and proposed new public right-of-way improvements. Improved access to Del Mar Drive is anticipated to occur in association with future development/redevelopment of the site(s) to the north of the subject property (i.e., 082W25AD15400).

The proposed east/west extension of Clover Street right-of-way is approximately 200-feet. The proposed north/south new public right-of-way is approximately 375 feet; therefore, Section 20.43(A)(3) is not applicable. Regardless, the site is bordered to the north by a railroad right-of-way and separated from North 4<sup>th</sup> Street by existing residential development; therefore, access to parallel street is infeasible at this time.

Nonetheless, a 10-foot-wide pedestrian access and improved multi-use pathway along the west property line of Tract A with connectively from Clover Ridge to north property line of 515 North 1<sup>st</sup> Street is proposed. Notably, the property at 515 North 1 Street is not a part of this application proposal. Therefore, future extension of the multi-use path across 515 North 1 Street must be obtained from the property owner or required as a condition of approval in a future land use approval.

#### Conclusions

4.1 This criterion is satisfied without conditions.

#### Criterion E

**The application complies with the city's adopted public works design standards for any public improvement required by the development. For example, where streets are required, the application shall comply with Division 2, Streets; for storm water improvements, the application shall comply with Division 3, Stormwater Management.**

#### Findings

- 5.1 The preliminary plan set demonstrates that proposed public improvements can comply with the city's adopted public works designs standards.
- 5.2 A condition of approval may include that construction drawings for public improvements comply with the City's adopted public works designs standards.

## Conclusions

4.1 This criterion is satisfied with a condition of approval.

## Criterion F

**The application complies with the most recent version of the Oregon Fire Code, including Appendix C and Appendix D.**

## Findings

6.1 Appendix C of the 2019 Oregon Fire Code includes Sections C102 – C104 pertaining to fire hydrant locations and distribution.

- a. Section C102.1 includes Table C102.1 which stipulates the required number and spacing of fire hydrants based on Fire-Flow Requirements (gpm).
- b. Section C103.1 states that fire apparatus access roads and public streets providing required access to buildings in accordance with Section 503 shall be provided with one or more fire hydrants, as determined by Section C102.1. Where more than one fire hydrant is required, the distance between the required fire hydrants shall be in accordance with Sections C103.2 and C103.3.
  - i. Section 503 of the Oregon Fire Code pertains to fire apparatus access roads.

1. In short, a fire apparatus access road(s) must be provided for every building or portion of building constructed or moved into or within the jurisdiction. The fire access road must comply with the specifications under Section 503.2 and shall extend to within 150 of all portions of the facility or portions of the exterior walls of the first story of the building as measure by an approved route around the exterior of the building or facility.

- c. Sections C103.2 and 103.3 refer to Table C102.1 for average and maximum spaces between fire hydrants.
- d. Section C104 states that existing fire hydrants on public streets are allowed to be considered as available to meet the requirements of Sections C102 and C103. Existing fire hydrants on adjacent properties are allowed to be considered as available to meet the requirements of Sections C102 and C103 provided that a fire apparatus access road extends between properties and that an easement is established to prevent obstruction of such road.
- e. The plan depicts a fire apparatus access road designed to the specifications of Section 503.2 and hydrant locations and distribution in accordance with Table C102.1.

6.2 Appendix D of the 2019 Oregon Fire Code includes Sections D101 – D108 pertaining to fire apparatus access roadway requirements.

- a. Section D102.1 states that facilities, buildings, or portions buildings constructed shall be accessible to fire department apparatus by way of an approve fire apparatus access road

with asphalt, concrete or other approved driving surface capability of supporting the imposed load of fire apparatus weighing up to 75,000 pounds.

- b. Section D103 includes provision related to minimum fire access roadway width, maximum grade, minimum turning radius, dead-end streets, fire access road gates, and signs.
  - i. Section D103.1 states that when a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26-feet, exclusive of shoulders, with some exceptions.
  - ii. Section D103.2 states that fire apparatus access road shall not exceed 10 percent in grade, unless approved by the fire code official.
  - iii. Section D103.3 states that the minimum turning radius is determined by the fire code official.
  - iv. Section D103.4 includes Table D103.4 outlining turnaround requirements for dead-end fire apparatus access roads.
  - v. Section D103.5 outlines criteria for fire apparatus access road gates.
  - vi. Section D103.6 provides sign requirements for fire apparatus access roads when signage is required by the fire code official.
- c. Section D107 includes provisions for one- or two-family residential developments.
  - i. Section D107.1 states that developments of one- or two-family dwellings where the number of dwelling units exceed 30 shall be provided with two separate and approved fire apparatus access roads with some exceptions.
  - ii. Section D107.2 states that where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
- d. Section D108 includes uniform alternate construction standard (UACS) for one-and two-family dwellings, which are not applicable to this application.

Compliance with these standards is depicted on the preliminary plan set, including the Fire Access Plan and Utility Plan.

Notably, the proposed right-of-way terminates at the north property line of the subject site to allow for future street/access improvements. Therefore, a temporary turn-around easement is proposed on Lot 7 (see Sheet C1.5). A condition of approval may include that on-site development and parking on Lot 7 will not prohibit or conflict with the intended purpose of this easement. Compliance with this condition will be reviewed in conjunction with a building permit.

## Conclusions

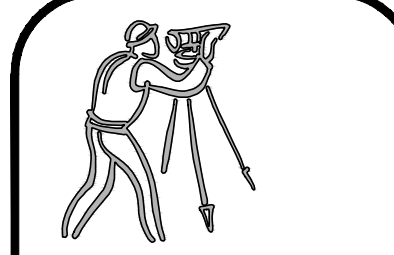
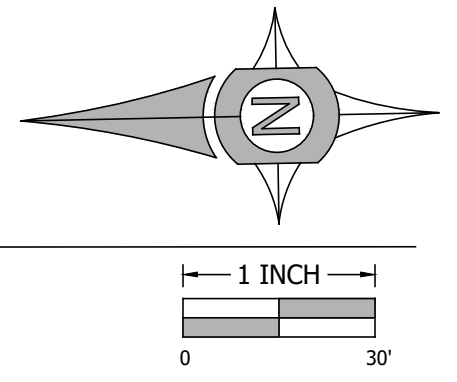
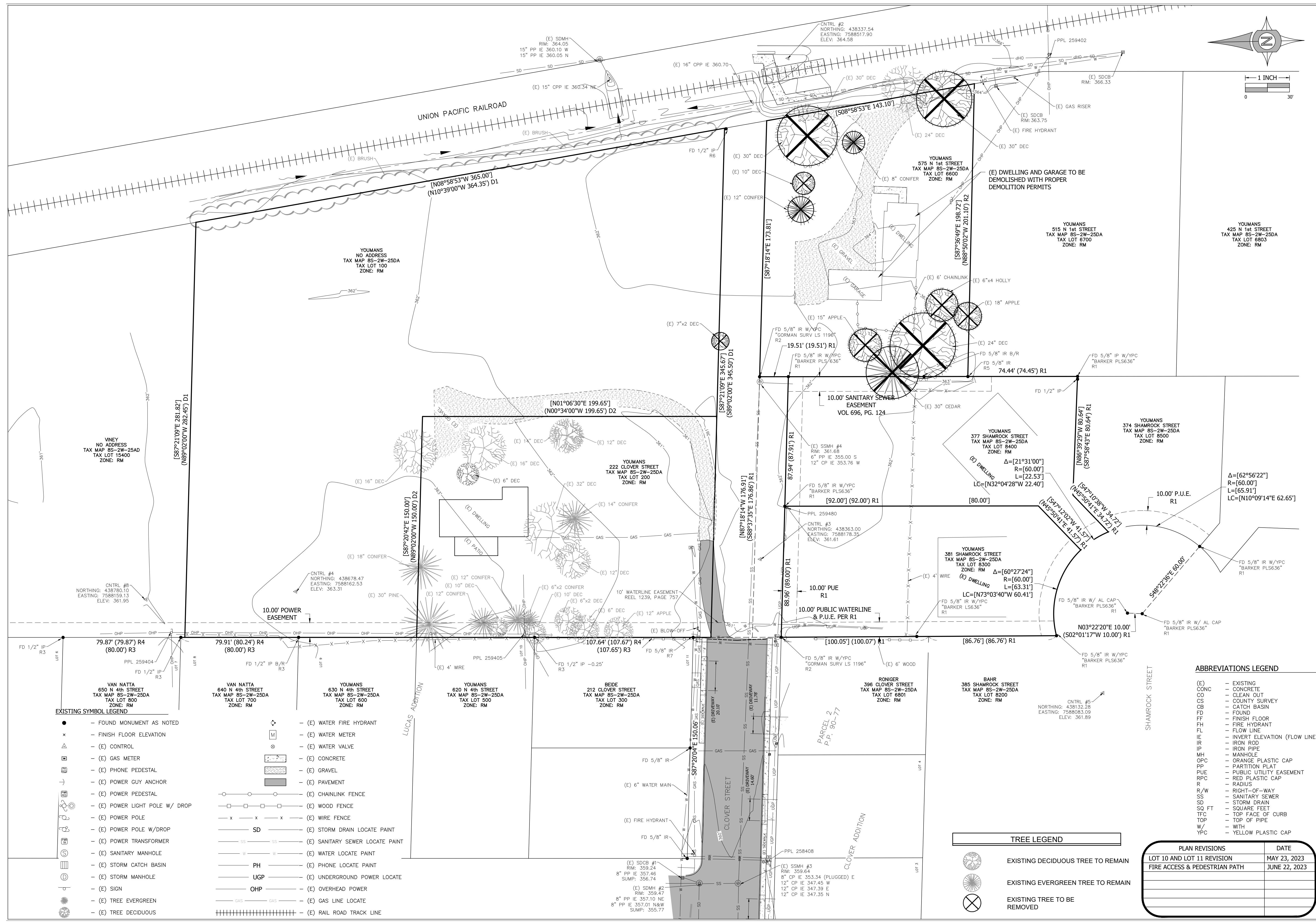
6.1 This criterion is satisfied without conditions.

## IV. Overall Conclusion

Based on the analysis in this report, the proposed replat and tentative subdivision plat meets all the applicable review criteria as outlined in this report.

## V. Attachments

- A. Preliminary Plan Set, dated July 10, 2023
  - a. Existing Conditions/Demo Plan, Sheet C1.0
  - b. Tentative Lot Layout, Sheet C1.1
  - c. Preliminary Civil Site Plan, Sheet C1.2
  - d. Preliminary Driveway Plan, Sheet C1.3
  - e. Tree Removal Plan, Sheet C1.4
  - f. Fire Access Plan, Sheet C1.5
  - g. Preliminary Grading and Drainage Plan, Sheet C2.0
  - h. Clover Street Plan and Profile, Sheet C2.1
  - i. Clover Street Plan and Profile, Sheet C2.2
  - j. Preliminary Utility Plan, Sheet C4.0
- B. Preliminary Stormwater Report, dated July 2, 2023
- C. Traffic Assessment Letter, dated July 12, 2023



**CLIENT:**  
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**EXISTING CONDITIONS/DEMO PLAN**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-508 YOUNG'S CLOVER STREET  
 DRAWN BY: MUM  
 CHECKED BY: BSU

**THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY**

Sheet **C1.0**  
 SCALE: SEE BARSCALE

**ABBREVIATIONS LEGEND**

- (E) - EXISTING
- CONC - CONCRETE
- CO - CLEAN OUT
- CS - COUNTY SURVEY
- CB - CATCH BASIN
- FD - FOUND
- FF - FINISH FLOOR
- FH - FIRE HYDRANT
- FL - FLOW LINE
- IE - INVERT ELEVATION (FLOW LINE)
- IR - IRON ROD
- IP - IRON PIPE
- MH - MANHOLE
- OPC - ORANGE PLASTIC CAP
- PP - PARTITION PLAT
- PUE - PUBLIC UTILITY EASEMENT
- RPC - RED PLASTIC CAP
- R - RADIUS
- R/W - RIGHT-OF-WAY
- SS - SANITARY SEWER
- SD - STORM DRAIN
- SQ FT - SQUARE FEET
- TFC - TOP FACE OF CURB
- TOP - TOP OF PIPE
- W - WITH
- YPC - YELLOW PLASTIC CAP
- (M) - (E) WATER METER
- (V) - (E) WATER VALVE
- (C) - (E) CONCRETE
- (P) - (E) PAVEMENT
- (CL) - (E) CHAINLINK FENCE
- (WF) - (E) WOOD FENCE
- (WF) - (E) WIRE FENCE
- (SD) - (E) STORM DRAIN LOCATE PAINT
- (SS) - (E) SANITARY SEWER LOCATE PAINT
- (W) - (E) WATER LOCATE PAINT
- (PH) - (E) PHONE LOCATE PAINT
- (UGP) - (E) UNDERGROUND POWER LOCATE
- (OHP) - (E) OVERHEAD POWER
- (GAS) - (E) GAS LINE LOCATE
- (RR) - (E) RAIL ROAD TRACK LINE

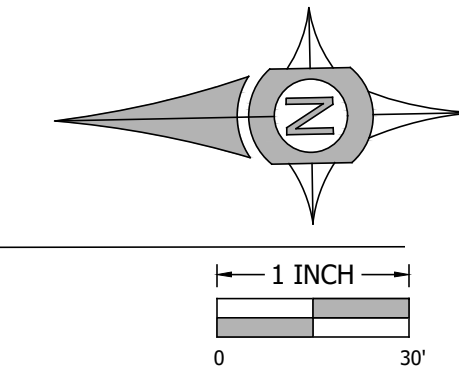
**TREE LEGEND**

- (Circle with cross) - EXISTING DECIDUOUS TREE TO REMAIN
- (Circle with dots) - EXISTING EVERGREEN TREE TO REMAIN
- (Circle with X) - EXISTING TREE TO BE REMOVED

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

**EXISTING SYMBOL LEGEND**

- (Circle with dot) - FOUND MONUMENT AS NOTED
- (X) - FINISH FLOOR ELEVATION
- (Triangle) - (E) CONTROL
- (Square with dot) - (E) GAS METER
- (Square with cross) - (E) PHONE PEDESTAL
- (Arrow) - (E) POWER GUY ANCHOR
- (Circle with cross) - (E) POWER PEDESTAL
- (Circle with dot) - (E) POWER LIGHT POLE W/ DROP
- (Circle with cross) - (E) POWER POLE
- (Circle with cross) - (E) POWER POLE W/DROP
- (Circle with cross) - (E) POWER TRANSFORMER
- (Circle with cross) - (E) SANITARY MANHOLE
- (Circle with cross) - (E) STORM CATCH BASIN
- (Circle with cross) - (E) STORM MANHOLE
- (Circle with cross) - (E) SIGN
- (Circle with cross) - (E) TREE EVERGREEN
- (Circle with cross) - (E) TREE DECIDUOUS



**CLIENT:**  
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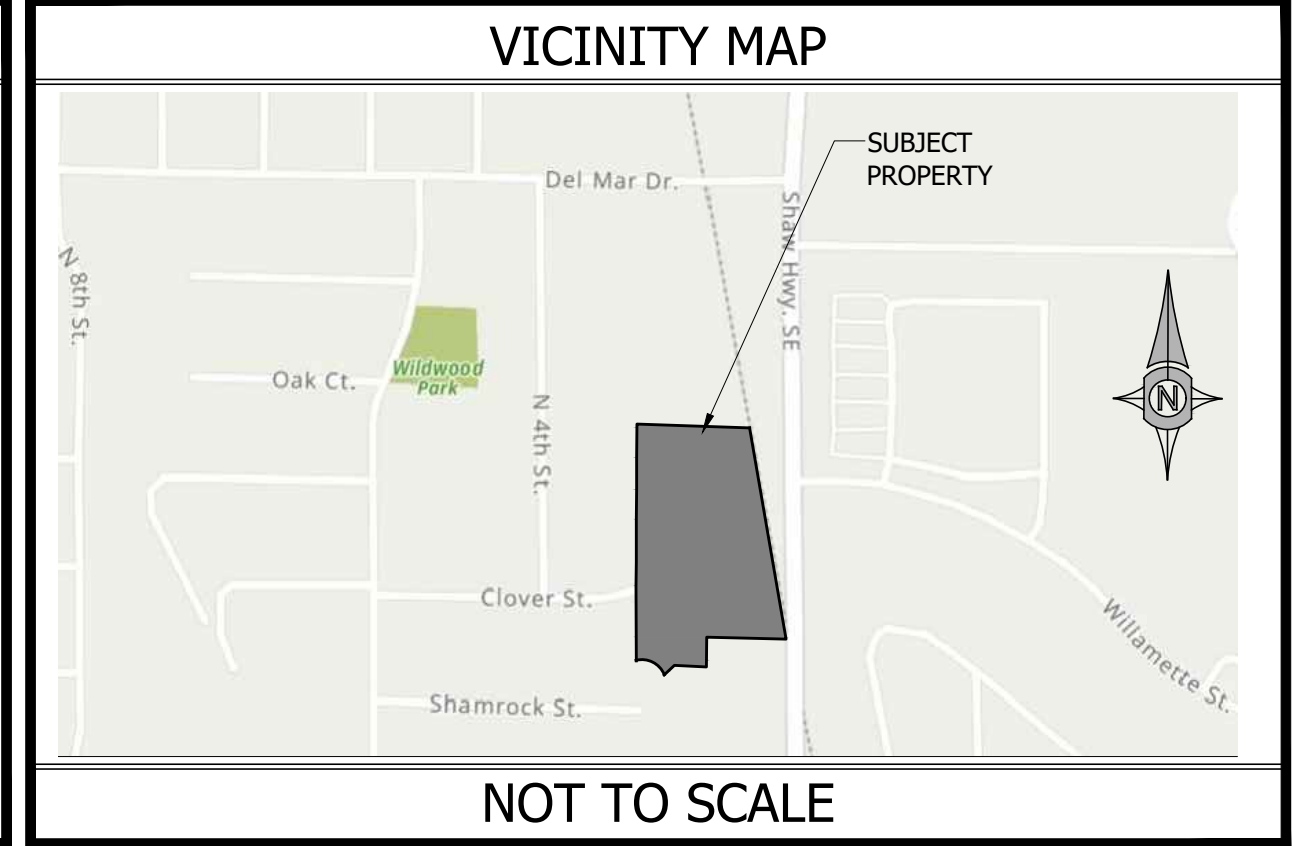
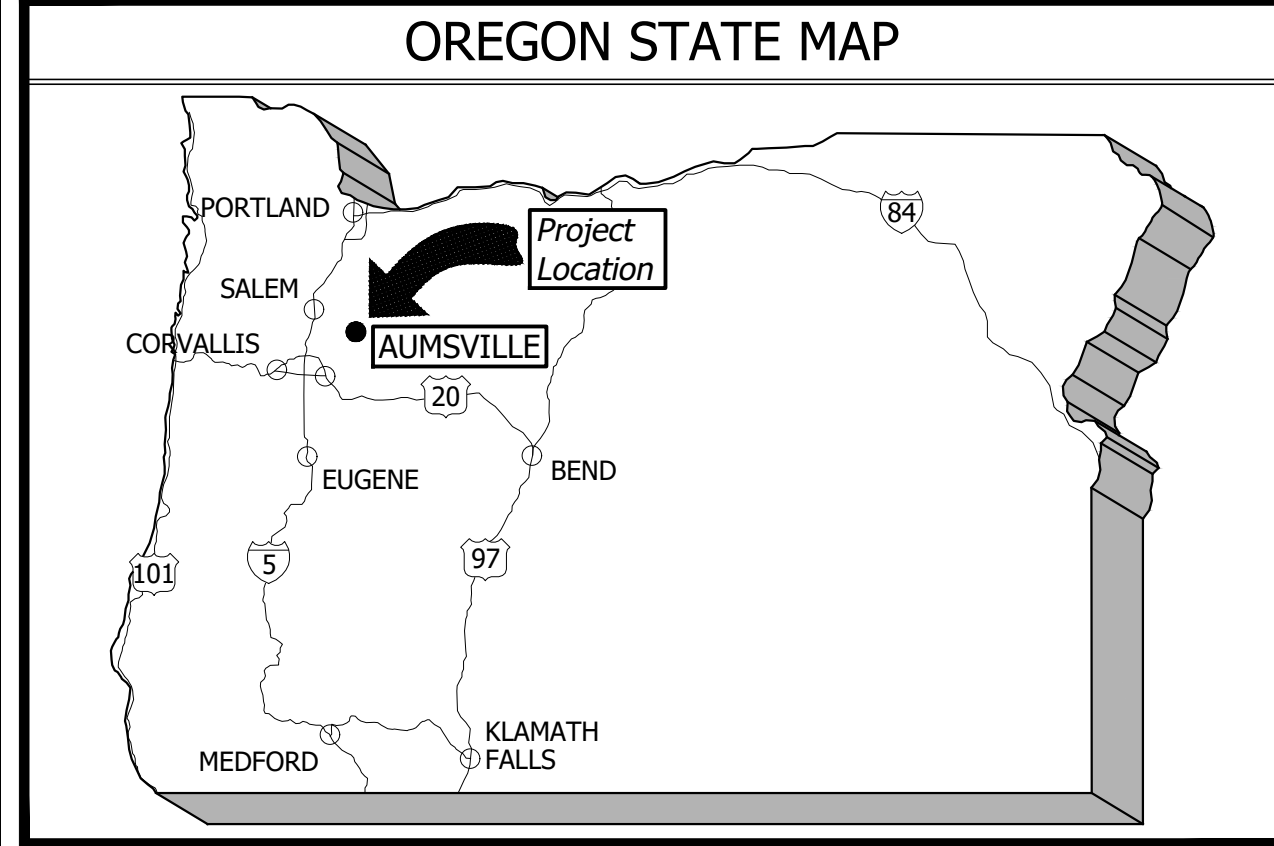
**TENTATIVE LOT LAYOUT**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-508 YOUNMS CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSU

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C1.1**  
 SCALE: SEE BARSCALE



**PROJECT AREA SUMMARY**  
 GROSS LAND AREA: 3.85 ± ACRES  
 RIGHT-OF-WAY DEDICATION: 0.84 ± ACRES  
 TRACT A: 0.26 ± ACRES  
 NET LAND AREA: 2.75 ± ACRES

**PROPERTY**  
 TAX MAP: 08S-02W-25DA  
 TAX LOT: 100, 200, 6600, 6700, 8300, 8400  
 SITE ADDRESS: CLOVER STREET  
 AUMSVILLE, OREGON

**OWNER/DEVELOPER**  
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 995 OLNEY STREET  
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 (503) 580-9294  
 TRYOUMANS@GMAIL.COM

**DESIGN TEAM**  
**CIVIL ENGINEER**  
 UDELL ENGINEERING AND LAND SURVEYING, LLC  
 63 E. ASH STREET  
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**SURVEYOR**  
 UDELL ENGINEERING AND LAND SURVEYING, LLC  
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**LAND USE PLANNER**  
 UDELL ENGINEERING AND LAND SURVEYING, LLC  
 63 E. ASH STREET  
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 (541) 451-5125

VINEY  
 NO ADDRESS  
 TAX MAP 8S-2W-25AD  
 TAX LOT 15400  
 ZONE: RM

(P) 10.0' PUE

LOT : 6  
 8100 S.F.

LOT : 7  
 8000 S.F.

LOT : 8  
 8000 S.F.

LOT : 9  
 8020 S.F.

LOT : 10  
 8062 S.F.

TRACT A  
 11491.13 SQ FT  
 0.26 ACRES  
 (FOR STORMWATER DETENTION)

YOUAMNS  
 515 N 1st STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6700  
 ZONE: RM

YOUAMNS  
 425 N 1st STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6803  
 ZONE: RM

LOT : 11  
 11962 S.F.

(E) 10.0' SANITARY SEWER EASEMENT  
 VOL. 696, PG. 124

LOT : 12  
 8002 S.F.

LOT : 13  
 9848 S.F.

YOUAMNS  
 374 SHAMROCK STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 8500  
 ZONE: RM

LOT : 5  
 10309 S.F.

LOT : 4  
 11189 S.F.

LOT : 3  
 12328 S.F.

LOT : 1  
 8162 S.F.

LOT : 15  
 8149 S.F.

LOT : 14  
 8466 S.F.

(E) POWER EASEMENT

VAN NATTA  
 650 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 800  
 ZONE: RM

VAN NATTA  
 640 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 700  
 ZONE: RM

YOUAMNS  
 630 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 600  
 ZONE: RM

YOUAMNS  
 620 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 500  
 ZONE: RM

BEIDE  
 212 CLOVER STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 300  
 ZONE: RM

RONIGER  
 386 CLOVER STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6801  
 ZONE: RM

BAHR  
 385 SHAMROCK STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 8200  
 ZONE: RM

(E) 10.0' WATERLINE EASEMENT  
 REEL 1239, PAGE 757

(P) 40.0' CURB-TO-CURB  
 (P) 60.0' R/W

(P) 5.00' PRIVATE STORM DRAIN EASEMENT

(E) 10.0' PUBLIC WATERLINE & PUE PER R1

**VICINITY MAP**

NOT TO SCALE

**DESIGN TEAM**

**CIVIL ENGINEER**

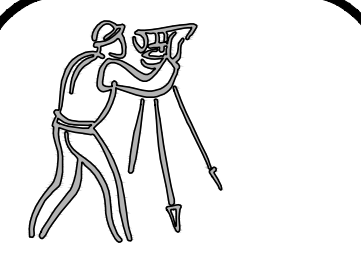
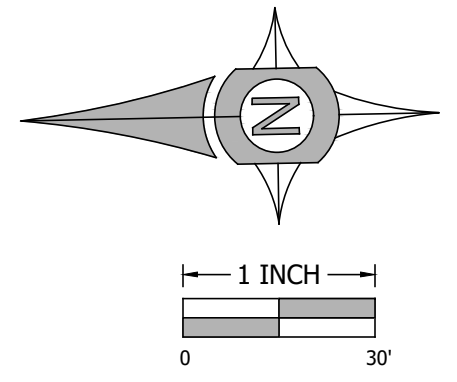
UDELL ENGINEERING AND LAND SURVEYING, LLC  
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 (541) 451-5125

**SURVEYOR**

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**LAND USE PLANNER**

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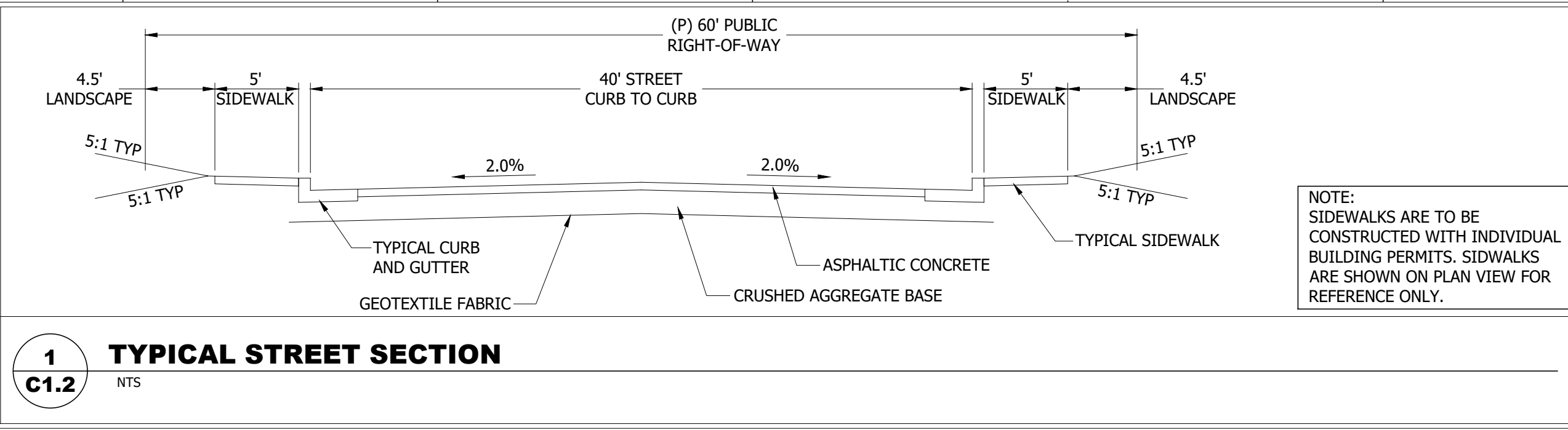
**PRELIMINARY CIVIL SITE PLAN**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

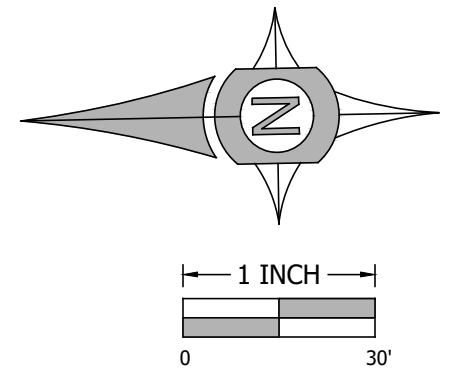
DATE: JULY 10, 2023  
 PROJECT: 22-508 YOUNG CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSU

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C1.2**  
 SCALE: SEE BARSCALE





**CLIENT:**  
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**PRELIMINARY DRIVEWAY PLAN**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

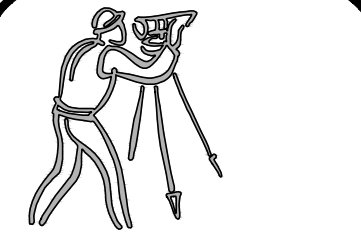
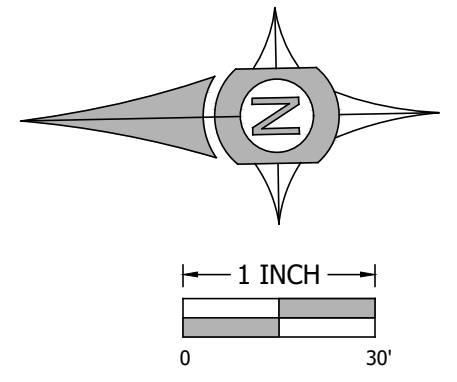
DATE: JULY 10, 2023  
 PROJECT: 22-558 YOUNG'S CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSJ

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C1.3**  
 SCALE: SEE BARSCALE





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**TREE REMOVAL PLAN**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700,  
 8300 & 8400  
 AUMSVILLE, OREGON

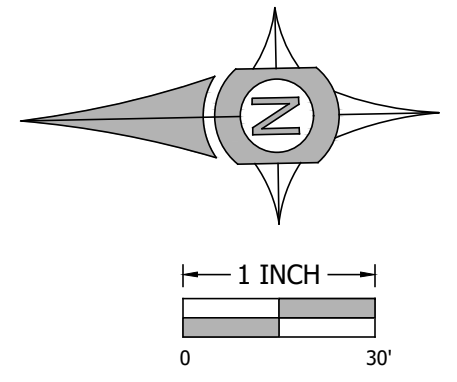
DATE: JULY 10, 2023  
 PROJECT: 22-558 YOUMANS CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSU

THIS MAP WAS  
 PREPARED FOR  
 PLANNING  
 PURPOSES ONLY

TREE LEGEND	
	EXISTING DECIDUOUS TREE TO REMAIN
	EXISTING EVERGREEN TREE TO REMAIN
	EXISTING TREE TO BE REMOVED

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C1.4**  
 SCALE: SEE BARSCALE



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**FIRE ACCESS PLAN**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700,  
 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-558 YOUMANS CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSJ

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C1.5**  
 SCALE: SEE BARSCALE

VAN NATA  
 650 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 800  
 ZONE: RM

VAN NATA  
 640 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 700  
 ZONE: RM

YOUMANS  
 630 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 600  
 ZONE: RM

YOUMANS  
 620 N 4th STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 500  
 ZONE: RM

BEIDE  
 212 CLOVER STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 300  
 ZONE: RM

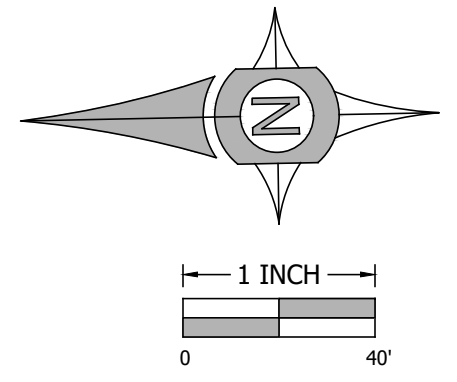
RONIGER  
 396 CLOVER STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6801  
 ZONE: RM

BAHR  
 385 SHAMROCK STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 8200  
 ZONE: RM

YOUMANS  
 515 N 1st STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6700  
 ZONE: RM

YOUMANS  
 425 N 1st STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 6803  
 ZONE: RM

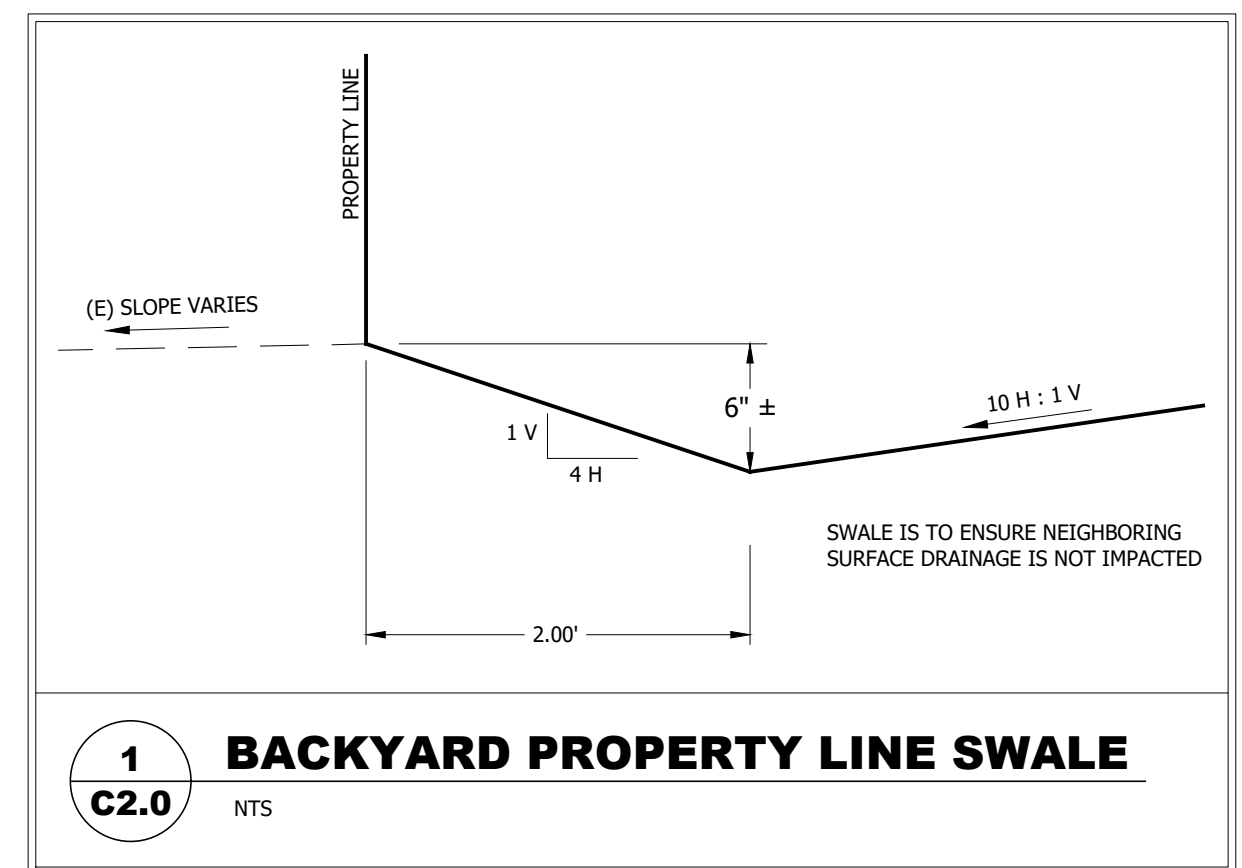
YOUMANS  
 374 SHAMROCK STREET  
 TAX MAP 8S-2W-25DA  
 TAX LOT 8500  
 ZONE: RM



**STORM DRAIN NOTES**

- 1 CORE DRILL EXISTING PUBLIC STORM DRAIN MANHOLE TO ACCEPT NEW 15-INCH PUBLIC STORM DRAIN PIPE.
- 2 INSTALL PUBLIC STORM DRAIN PIPE - SIZE AS NOTED.
- 3 INSTALL PUBLIC STORM DRAIN MANHOLE.
- 4 INSTALL PUBLIC FLOW CONTROL MANHOLE.
- 5 INSTALL BACKYARD PROPERTY LINE SWALE PER DETAIL THIS SHEET.
- 6 INSTALL PUBLIC STORM DRAIN CATCH BASIN.
- 7 INSTALL PUBLIC STORM DRAIN OUTLET.
- 8 INSTALL STORM DRAIN DETENTION POND.
- 9 INSTALL PUBLIC STORM DRAIN CLEAN-OUT.
- 10 INSTALL PRIVATE LANDSCAPE DRAIN.

**STORMWATER NOTE:**  
 STORMWATER MANAGEMENT IS PROPOSED TO INCLUDE STORMWATER DETENTION FOR A POST-DEVELOPED 50-YEAR STORM EVENT WHILE RELEASING FLOW EQUIVALENT TO THAT GENERATED BY A PRE-DEVELOPMENT 5-YEAR STORM EVENT.



**GRADING LEGEND**

- EXISTING SURFACE CONTOUR ELEVATION
- EXISTING SURFACE DRAIN DIRECTION
- DESIGN SURFACE DRAIN DIRECTION

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

**CLIENT:**  
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 995 OLNEY STREET  
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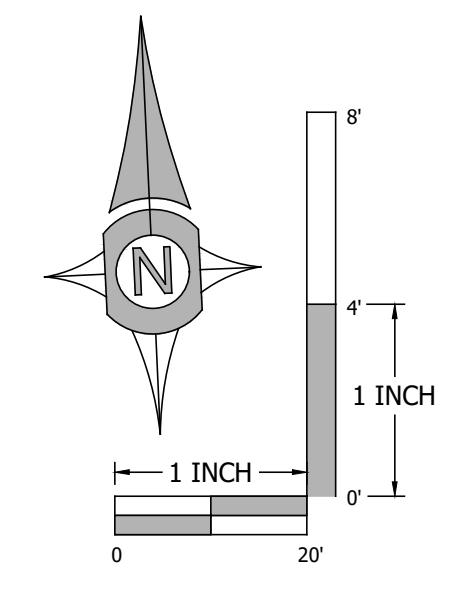
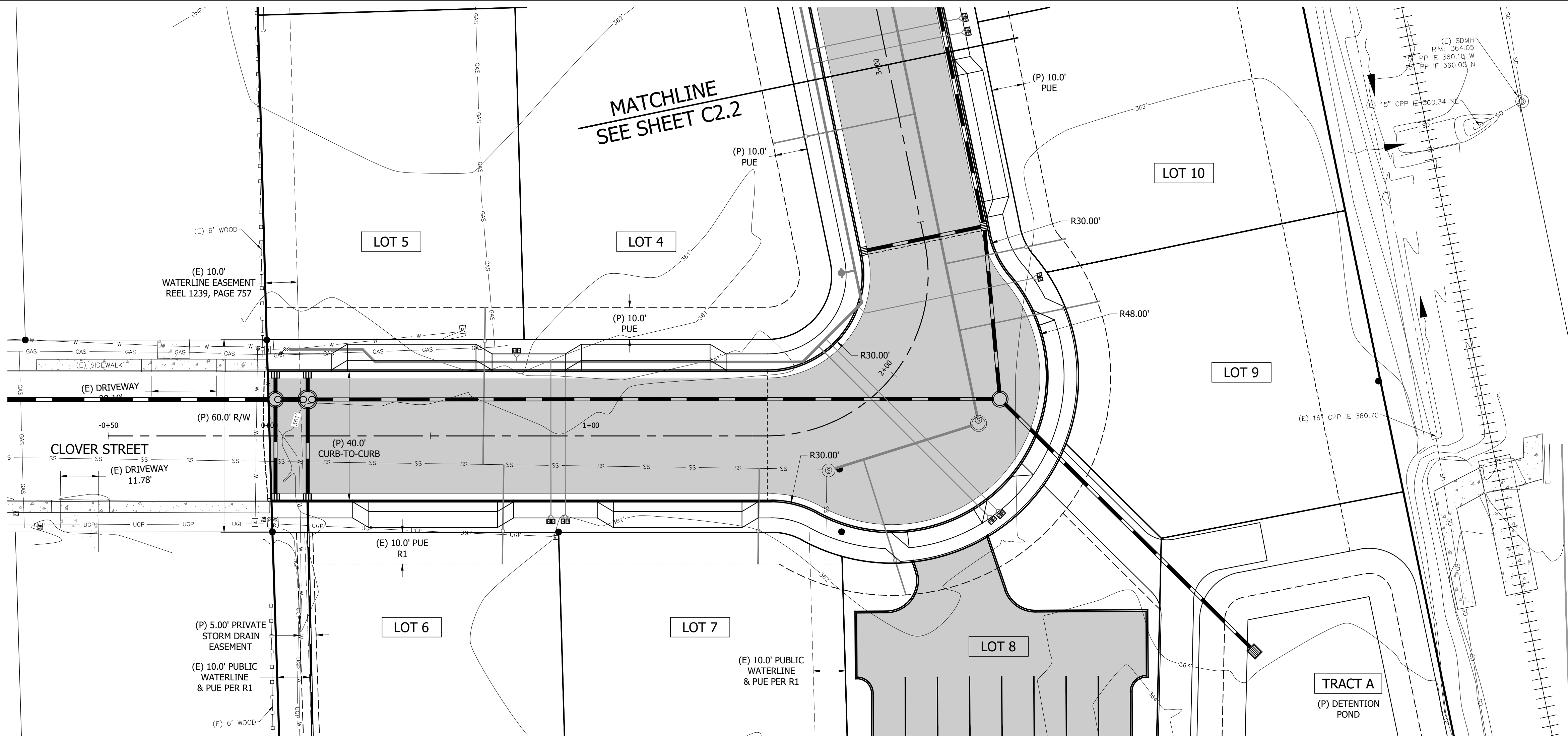
**PRELIMINARY GRADING/DRAINAGE PLAN**  
**MAP 08S-02W-25DA**  
**TAX LOTS 100, 200, 6600, 6700, 8300 & 8400**  
**AUMSVILLE, OREGON**

**DATE:** JULY 10, 2023  
**PROJECT:** 22-258 YOUNG'S CLOVER STREET  
**DRAWN BY:** MLM  
**CHECKED BY:** BSJ

**THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY**

Sheet **C2.0**

SCALE: SEE BARSCALE



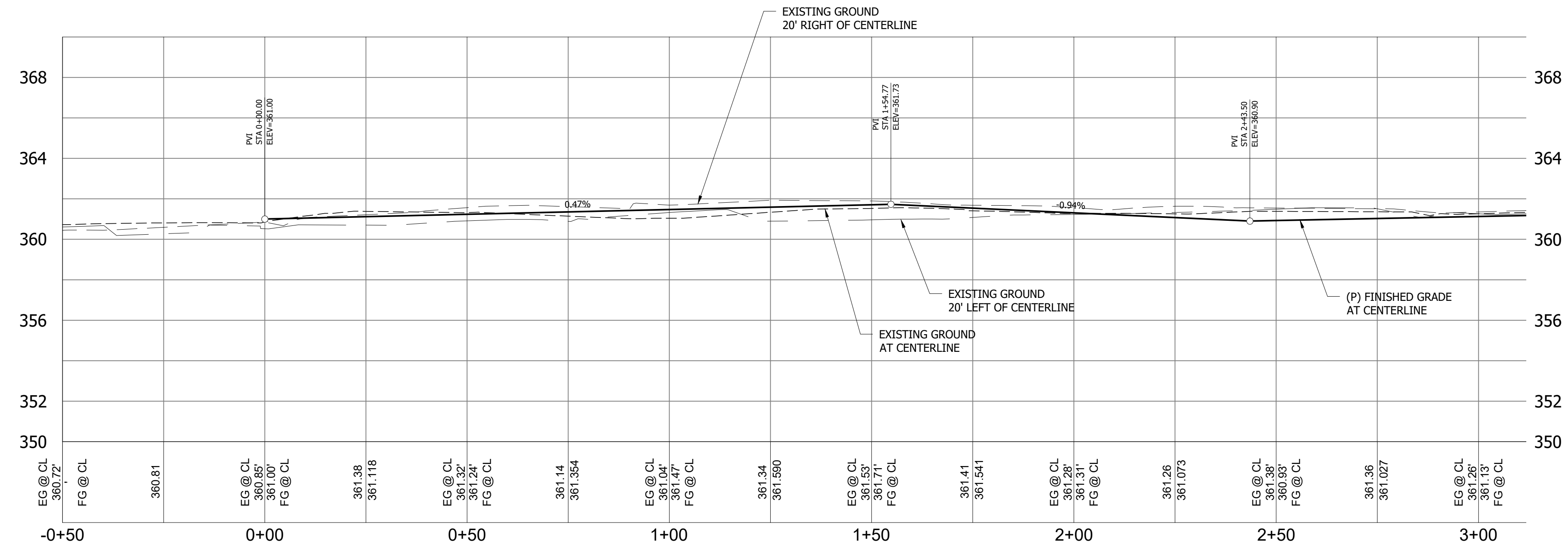
**CLIENT:**  
**TOM YOUNG**  
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 (503) 580-9294

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**CLOVER STREET PLAN & PROFILE**  
**MAP 08S-02W-25DA**  
**TAX LOTS 100, 200, 6600, 6700, 8300 & 8400**  
**AUMSVILLE, OREGON**

**DATE:** JULY 10, 2023  
**PROJECT:** 22-558 YOUNG'S CLOVER STREET  
**DRAWN BY:** MUM  
**CHECKED BY:** BSU

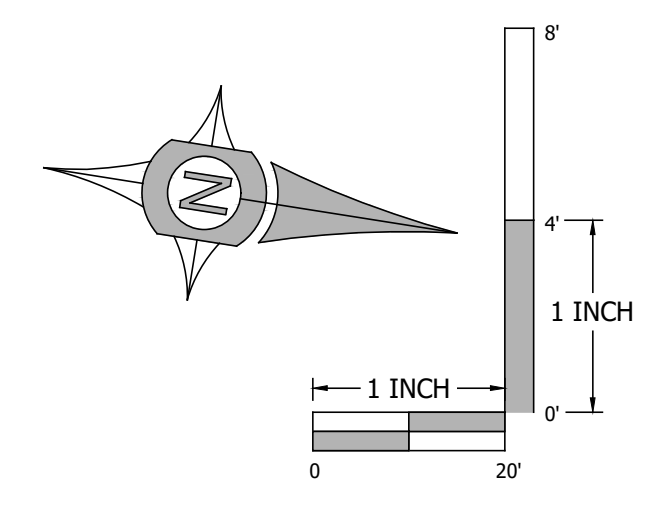
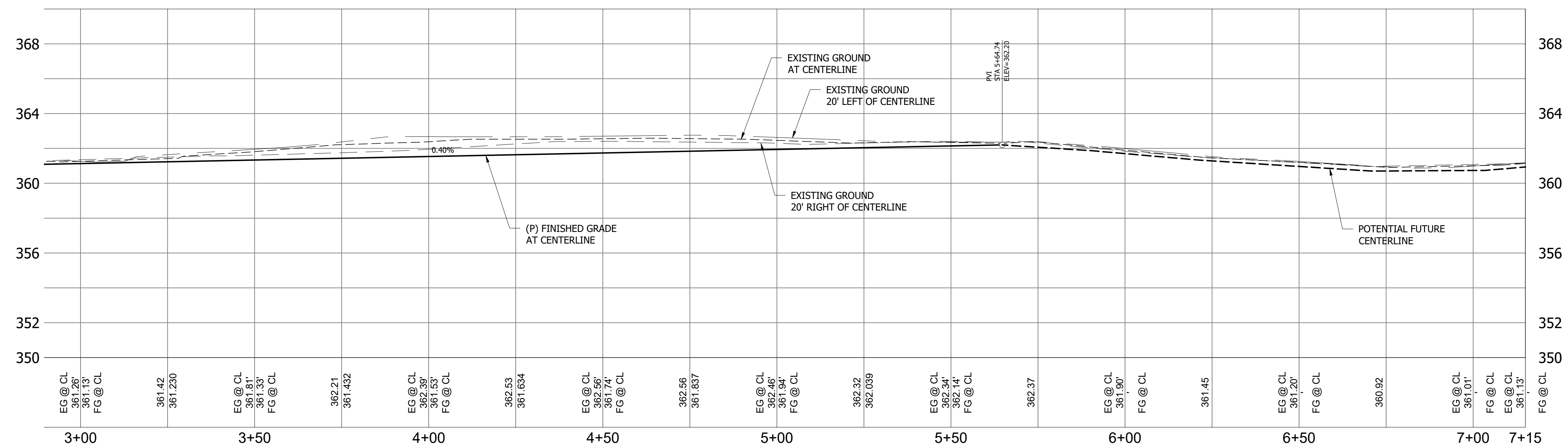
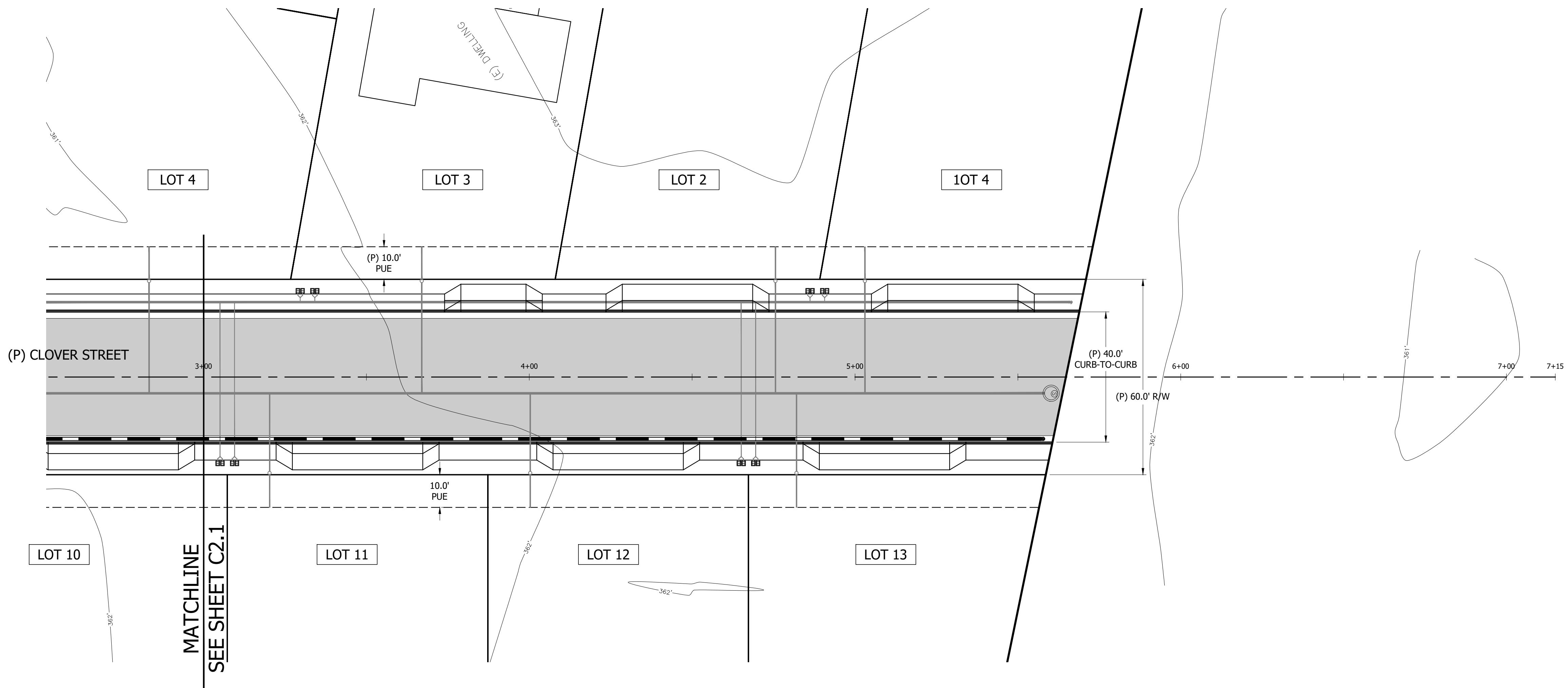
**THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY**



PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

**Sheet C2.1**

**SCALE: SEE BARS SCALE**



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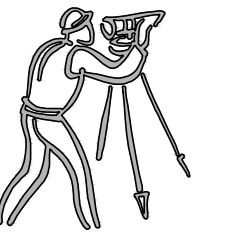
**CLOVER STREET PLAN & PROFILE**  
 MAP 08S-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-558 YOUNG'S CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: RBV

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Sheet **C2.2**  
 SCALE: SEE BARS SCALE



CLIENT:  
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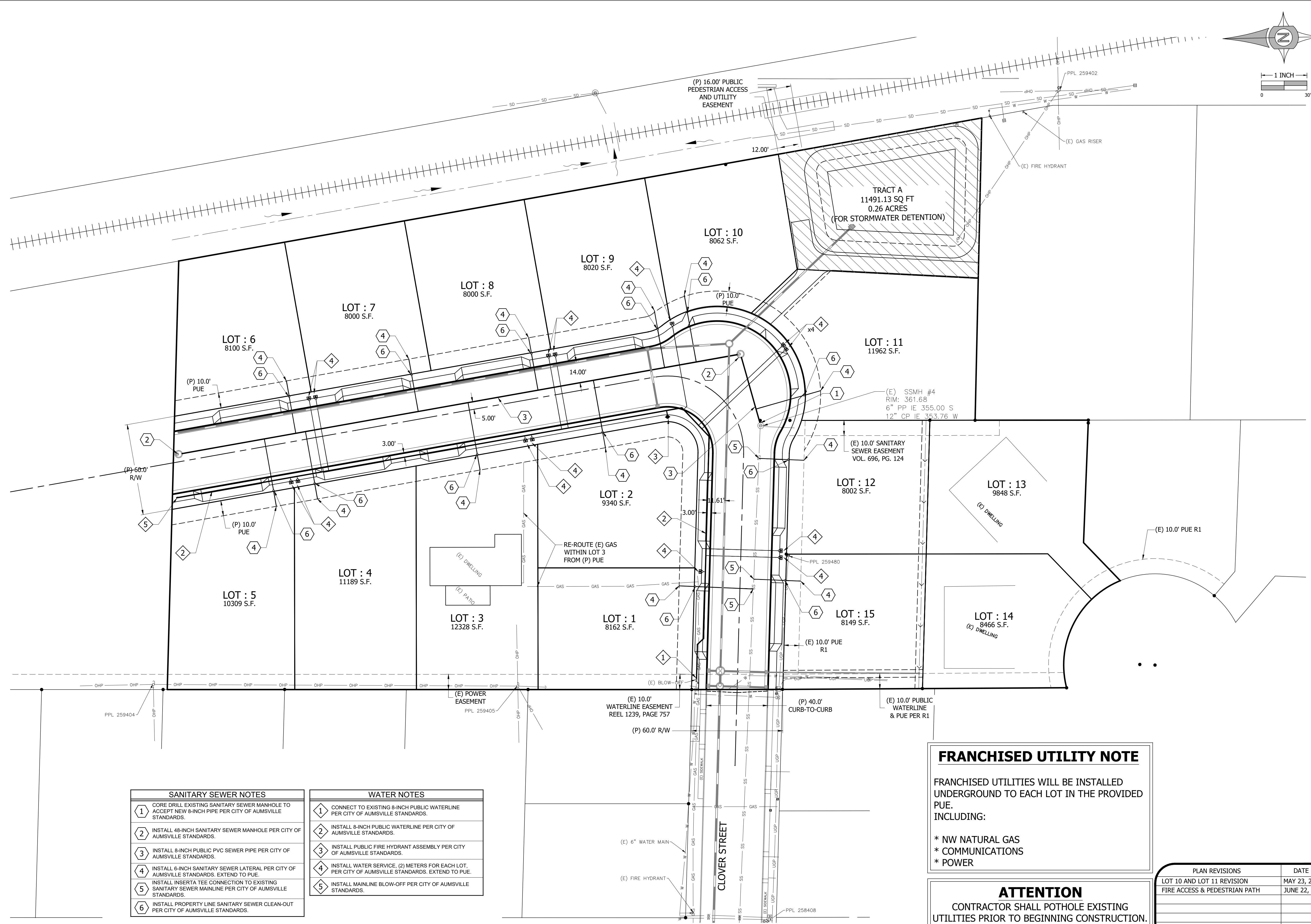
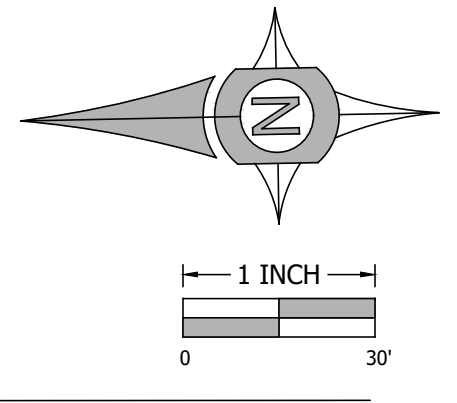
UDELL ENGINEERING  
AND  
LAND SURVEYING, LLC  
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PRELIMINARY UTILITY PLAN  
MAP 08S-02W-25DA  
TAX LOTS 100, 200, 6600, 6700,  
8300 & 8400  
AUMSVILLE, OREGON

DATE: JULY 10, 2023  
PROJECT: 22-508 YOUNG'S CLOVER STREET  
DRAWN BY: MLM  
CHECKED BY: BSJ

THIS MAP WAS  
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PLANNING  
PURPOSES ONLY

Sheet **C4.0**  
SCALE: SEE BARSCALE



SANITARY SEWER NOTES	
1	CORE DRILL EXISTING SANITARY SEWER MANHOLE TO ACCEPT NEW 8-INCH PIPE PER CITY OF AUMSVILLE STANDARDS.
2	INSTALL 48-INCH SANITARY SEWER MANHOLE PER CITY OF AUMSVILLE STANDARDS.
3	INSTALL 8-INCH PUBLIC PVC SEWER PIPE PER CITY OF AUMSVILLE STANDARDS.
4	INSTALL 6-INCH SANITARY SEWER LATERAL PER CITY OF AUMSVILLE STANDARDS. EXTEND TO PUE.
5	INSTALL INSERTA TEE CONNECTION TO EXISTING SANITARY SEWER MAINLINE PER CITY OF AUMSVILLE STANDARDS.
6	INSTALL PROPERTY LINE SANITARY SEWER CLEAN-OUT PER CITY OF AUMSVILLE STANDARDS.

WATER NOTES	
1	CONNECT TO EXISTING 8-INCH PUBLIC WATERLINE PER CITY OF AUMSVILLE STANDARDS.
2	INSTALL 8-INCH PUBLIC WATERLINE PER CITY OF AUMSVILLE STANDARDS.
3	INSTALL PUBLIC FIRE HYDRANT ASSEMBLY PER CITY OF AUMSVILLE STANDARDS.
4	INSTALL WATER SERVICE, (2) METERS FOR EACH LOT, PER CITY OF AUMSVILLE STANDARDS. EXTEND TO PUE.
5	INSTALL MAINLINE BLOW-OFF PER CITY OF AUMSVILLE STANDARDS.

**FRANCHISED UTILITY NOTE**  
FRANCHISED UTILITIES WILL BE INSTALLED UNDERGROUND TO EACH LOT IN THE PROVIDED PUE.  
INCLUDING:  
\* NW NATURAL GAS  
\* COMMUNICATIONS  
\* POWER

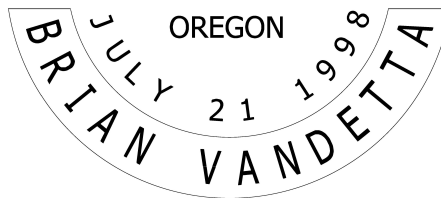
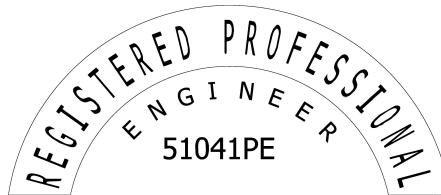
**ATTENTION**  
CONTRACTOR SHALL POTHOLE EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. REPORT FINDINGS TO ENGINEER.

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

Youman Clover St Subdivision Project

**PRELIMINARY STORMWATER REPORT**  
***STORMWATER FLOW CONTROL & DETENTION***

REVISED JULY 2, 2023  
TAX MAP 8S-02W-25DA  
TAX LOTS 100, 200, 6600, 6700, 8300, 8400  
UNASSIGNED ADDRESS  
Aumsville, Oregon 97325



RENEWAL JUNE 30, 2024

PREPARED BY:



UDELL ENGINEERING & LAND SURVEYING, LLC  
63 EAST ASH ST.  
LEBANON, OR 97355

**Site Name:** **YOUMAN' CLOVER ST SUBDIVISION**

**Property Location:** **UNASSIGNED ADDRESS**  
**8S-02W-25DA**  
**Tax Lots 100, 200, 6600, 6700, 8300, 8400**

**Site Property Owner:** **Thomas Youmans**  
**995 Onley Dr**  
**Aumsville, Oregon 97325**

**Applicant:** **Thomas Youmans**  
**995 Onley Dr**  
**Aumsville, Oregon 97325**

**Engineer:** **Udell Engineering & Land Surveying, LLC**  
**63 East Ash St.**  
**Lebanon, Oregon 97355**



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## **1.0 Purpose of Report**

Udell Engineering and Land Surveying, LLC, abbreviated UELS, was consulted by the owner/developer, Thomas Youmans, to develop a Stormwater Report for the proposed residential subdivision at the east end of Clover Street in Aumsville, Oregon. The proposed development is on multiple tax lots totaling approximately 3.85 acres. Approximately 3.0 acres currently drains to the Clover Street stormwater system owned and maintained by the City of Aumsville. Approximately 0.85 acres currently drains north and east into the railroad right of way. The purpose of this report is to demonstrate water quantity for the proposed improvements to the site generally conform with the City of Aumsville's post construction stormwater management standards. UELS will follow City of Aumsville Design Standards to provide stormwater flow control and onsite detention storage for the proposed development.

## **2.0 Site Description**

The project is located on across multiple tax lots totaling approximately 3.85-acres. The site is located at the east end of Clover Street and west of the railroad right of way and 1<sup>st</sup> Avenue. The site has two existing single-family dwellings and vacant un-grazed meadow land. Of the 3.85 acres of land approximately 3.0 acres surface drains stormwaters into the end of Clover Street to find its way into the City of Aumsville piped stormwater system. The remaining 0.85 acres surface drains north and east onto neighboring properties and eventually ending up in the existing ditch in the railroad right of way.

## **3.0 Proposed Stormwater Facility Improvements**

The proposed stormwater system is designed following City of Aumsville's design standards for stormwater management of stormwater quantity. The proposed stormwater system will release developed stormwaters west into the existing City of Aumsville piped stormwater system at pre-development rate for a 5-year storm event. The discharge rate calculated will be limited to 3.0 acres of contributing pre-development land as that is the amount of land from the site that currently discharges into the Clover Street system. The release rate will be controlled by a flow control orifice inside of a flow control manhole. Stormwater detention will be provided in an above ground off-line dry detention pond with capacity to store the volume necessary during a post-development 25-year storm event. Both the proposed release rate and detention volume meet the City of Aumsville Design Standards.

## 4.0 Design Methodology and Calculations

### 4.1 Water Quality (NOT REQUIRED)

### 4.2 Detention Calculations

In order to determine the capacity of the proposed stormwater detention facility, UELS used the SBUH method to build a hydrologic model using HydroCAD software Version 10.00-26: The software model is comprised of 4 types of nodes: sub-catchments, reaches, links, and ponds.

Sub-catchment nodes model the basin areas of land that receive rainfall during a storm. They generate runoff hydrographs based on several factors, including the modified surface runoff curve numbers, time of concentration, and design storms. For this model, UELS used curve numbers built into the software for the varying types of area with the contributing basin, pre-developed and post-developed. For the post-construction basin, UELS input parameters into the software to calculate the time of concentration for the drainage basin. The 24hr design storm values used in the model were taken from The City of Aumsville engineering standards and are shown in Table 1 below.

In HydroCAD, reach nodes are used to model open channel flow through uniform pipes and channels. Each node takes incoming flows and runs them through manning's equation. UELS used reach nodes for each mainline in the project not used for detention. (NONE USED IN THIS REPORT)

The purpose of link nodes in the model is to combine runoff from multiple sub-catchments without the use of a reach or pond. Link nodes are transparent; they do not alter incoming hydrographs entering. (NONE USED IN THIS REPORT)

In this hydrologic model, UELS used a pond node to model stormwater detention in the above ground ponding facility. The post-developed flows for the site will be metered with the use of one flow control orifice, constructed inside a manhole near the west property line of the development in Clover Street. The detention system is designed as an off-line above ground ponding system to provide storage for the 25-yr. storm event. Off-line, meaning the pond will not pass stormwaters through it during lesser storm events and only receive stormwaters when the flow control orifice capacity is exceeded via backwater surcharge. Should the flow control and detention systems fail or be exceeded the stormwater will bypass the flow control orifice by overflowing the catch basins connected to the flow control manhole and flow downstream in the street gutter. The overflowing stormwaters will re-enter the piped stormwater system through catch basins downstream of the flow control orifice.

The following table displays the input parameters that UELS used in the HydroCAD model. See proposed Storm Drainage and Grading Plans for the post-construction site.

**Table 1, Input Parameters used for Hydrologic Analysis**

Parameter	Value	Source
Modified Curve Numbers	Varies	SCS/NRCS TR-55
Rainfall Distribution	Type 1A	SCS/NRCS
Hydrologic Soil Group	D	Web-Soil Survey
5yr., 24 hr Design Storm	2.90 in	Aumsville Standards
25yr., 24 hr Design Storm	3.80 in	Aumsville Standards

The following table displays the results of the hydrologic calculations. See Appendices B & C for all input and output data from the HydroCAD models.

**Table 2  
Comparison Pre-Development, Existing Conditions, Post Development Release Rates**

Storm Event	Existing Conditions (cfs)	Pre-Development Conditions (cfs)	Post-Development Conditions (cfs)
5-Year	0.44	0.38	
25-Year			0.37

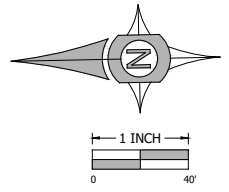
**Table 3, Detention Volume Summary**

Storm Event	Required Volume (cf)	Provided Volume (cf)	Peak Pond Elevation
25-Year	11,137	30,032	360.33'

## 5.0 Conclusion

UELS prepared this preliminary stormwater report for the proposed Youman’s Clover Street Subdivision development to generally conform with the City of Aumsville’s, Stormwater Management Engineering Standards. The body of this report provides detailed parameters and design criteria that demonstrate conformance with design standards set forth in the Engineering Standards. Based on the information within this report and the analysis provided, UELS believes that the stormwater management plan for the proposed development meets or exceeds City of Aumsville’s Stormwater Management Engineering Standards with respect to flow control and stormwater quantity. The Post-Development release rate for a 25-year storm event will be less than the Pre-Development release rate for a 5-year storm event. In addition the Post-Development release rate for a 25-year storm event will be approximately 16% less than the Existing Conditions release rate for a 5-year storm event.

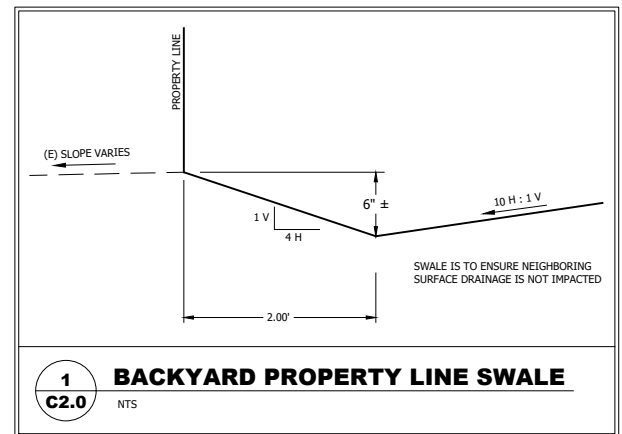
**APPENDIX A**  
**PRELIMINARY SITE DEVELOPMENT PLANS**



**STORM DRAIN NOTES**

- 1 CORE DRILL EXISTING PUBLIC STORM DRAIN MANHOLE TO ACCEPT NEW 15-INCH PUBLIC STORM DRAIN PIPE.
- 2 INSTALL PUBLIC STORM DRAIN PIPE - SIZE AS NOTED.
- 3 INSTALL PUBLIC STORM DRAIN MANHOLE.
- 4 INSTALL PUBLIC FLOW CONTROL MANHOLE.
- 5 INSTALL BACKYARD PROPERTY LINE SWALE PER DETAIL THIS SHEET.
- 6 INSTALL PUBLIC STORM DRAIN CATCH BASIN.
- 7 INSTALL PUBLIC STORM DRAIN OUTLET.
- 8 INSTALL STORM DRAIN DETENTION POND.
- 9 INSTALL PUBLIC STORM DRAIN CLEAN-OUT.
- 10 INSTALL PRIVATE LANDSCAPE DRAIN.

**STORMWATER NOTE:**  
 STORMWATER MANAGEMENT IS PROPOSED TO INCLUDE STORMWATER DETENTION FOR A POST-DEVELOPED 50-YEAR STORM EVENT WHILE RELEASING FLOW EQUIVALENT TO THAT GENERATED BY A PRE-DEVELOPMENT 5-YEAR STORM EVENT.



**GRADING LEGEND**

- 362 — - EXISTING SURFACE CONTOUR ELEVATION
- - EXISTING SURFACE DRAIN DIRECTION
- ➔ - DESIGN SURFACE DRAIN DIRECTION

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023
EXISTING DRAINAGE 3.0 ACRES	JUNE 30, 2023



**CLIENT:**  
 TOM YOUNG  
 995 OLNEY STREET  
 AUMSVILLE, OREGON 97325  
 (503) 580-9294

**UDELL ENGINEERING AND LAND SURVEYING, LLC**  
 63 EAST ASH ST.  
 LEBANON, OREGON 97355  
 (541) 451-5125 PH.  
 (541) 451-1366 FAX

**PRELIMINARY GRADING/DRAINAGE PLAN**  
 MAP 085-02W-25DA  
 TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
 AUMSVILLE, OREGON

DATE: JULY 10, 2023  
 PROJECT: 22-588 YOUNG'S CLOVER STREET  
 DRAWN BY: MLM  
 CHECKED BY: BSU

THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY

Sheet **SW2.0**  
 SCALE: SEE BARSCALE

**APPENDIX B**  
**PRE-DEVELOPMENT BASIN MAP**  
**AND**  
**HYDROCAD SBUH HYDROLOGIC PRE-DEVELOPMENT MODEL**  
**AND**  
**HYDROCAD SBUH HYDROLOGIC EXISTING CONDITIONS MODEL**



**CLIENT:**  
TOM YOUNG  
995 OLNEY STREET  
AUMSVILLE, OREGON 97325  
(503) 580-9294

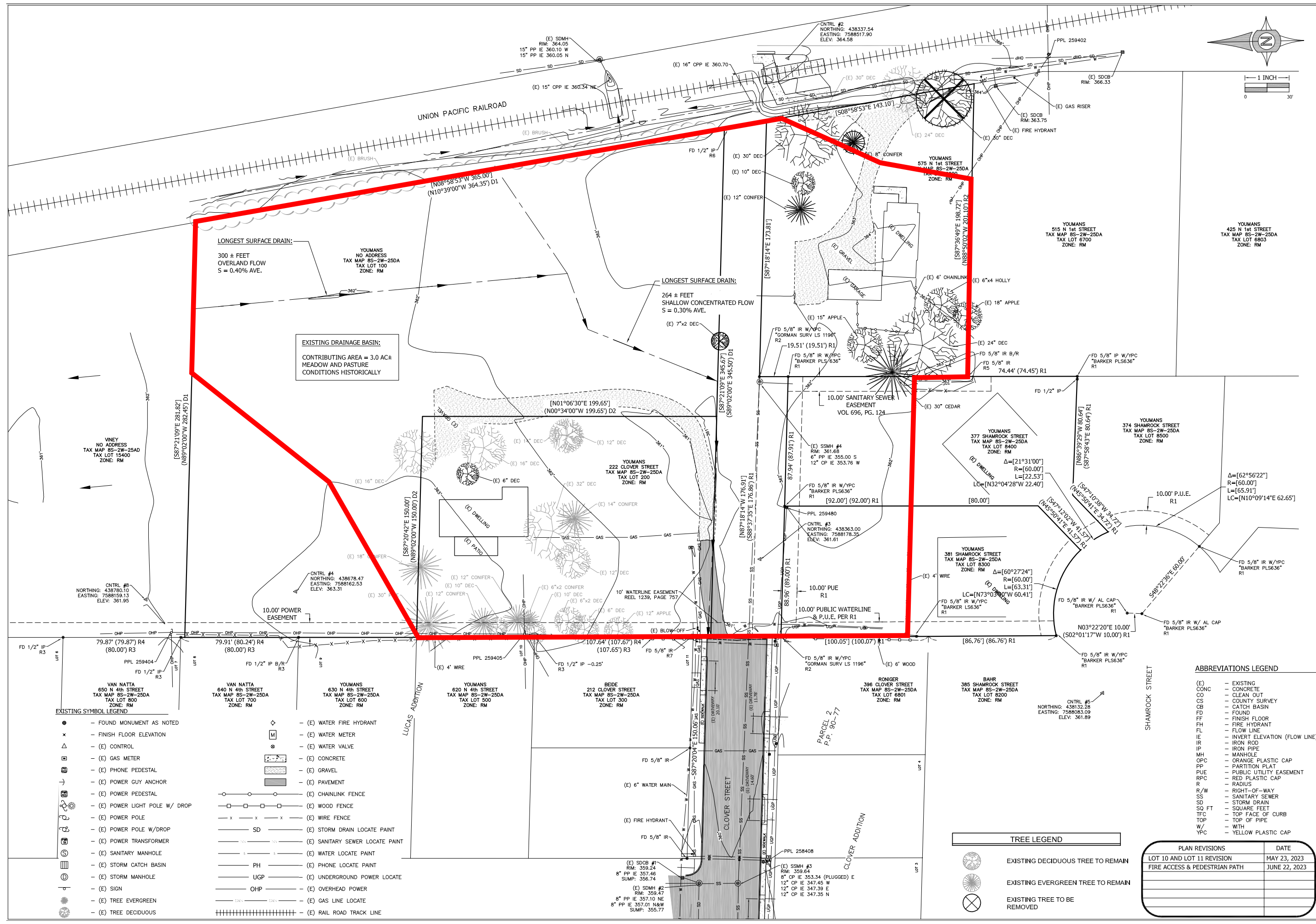
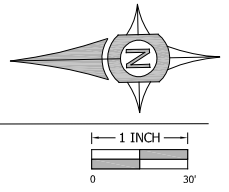
**UDELL ENGINEERING AND LAND SURVEYING, LLC**  
63 EAST ASH ST.  
LEBANON, OREGON 97355  
(541) 451-5125 PH.  
(541) 451-1366 FAX

**EXISTING CONDITIONS/DEMO PLAN**  
MAP 08S-02W-25DA  
TAX LOTS 100, 200, 6600, 6700, 8300 & 8400  
AUMSVILLE, OREGON

DATE: JUNE 22, 2023  
PROJECT: 22-358 YOUNG'S CLOVER STREET  
DRAWN BY: MLH  
CHECKED BY: BSJ

**THIS MAP WAS PREPARED FOR PLANNING PURPOSES ONLY**

Sheet **SW1.0**  
SCALE: SEE BARSCALE



**LONGEST SURFACE DRAIN:**  
300 ± FEET  
OVERLAND FLOW  
S = 0.40% AVE.

**LONGEST SURFACE DRAIN:**  
264 ± FEET  
SHALLOW CONCENTRATED FLOW  
S = 0.30% AVE.

**EXISTING DRAINAGE BASIN:**  
CONTRIBUTING AREA = 3.0 AC±  
MEADOW AND PASTURE  
CONDITIONS HISTORICALLY

**ABBREVIATIONS LEGEND**

- (E) - EXISTING
- CONC - CONCRETE
- CO - CLEAN OUT
- CS - COUNTY SURVEY
- CB - CATCH BASIN
- FD - FOUND
- FF - FINISH FLOOR
- FH - FIRE HYDRANT
- FL - FLOW LINE
- IE - INVERT ELEVATION (FLOW LINE)
- IR - IRON ROD
- IP - IRON PIPE
- MH - MANHOLE
- OPC - ORANGE PLASTIC CAP
- PP - PARTITION PLAT
- PUE - PUBLIC UTILITY EASEMENT
- RPC - RED PLASTIC CAP
- R - RADIUS
- R/W - RIGHT-OF-WAY
- SS - SANITARY SEWER
- SD - STORM DRAIN
- SQ FT - SQUARE FEET
- TFC - TOP FACE OF CURB
- TOP - TOP OF PIPE
- W - WITH
- YPC - YELLOW PLASTIC CAP

**TREE LEGEND**

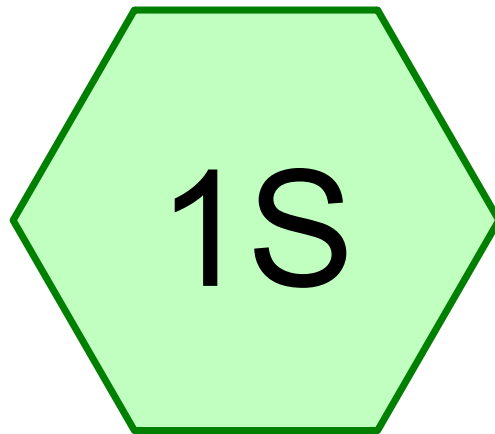
- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

PLAN REVISIONS	DATE
LOT 10 AND LOT 11 REVISION	MAY 23, 2023
FIRE ACCESS & PEDESTRIAN PATH	JUNE 22, 2023

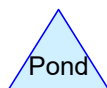
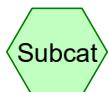
**EXISTING SYMBOL LEGEND**

- FOUND MONUMENT AS NOTED
- FINISH FLOOR ELEVATION
- (E) CONTROL
- (E) GAS METER
- (E) PHONE PEDESTAL
- (E) POWER GUY ANCHOR
- (E) POWER PEDESTAL
- (E) POWER LIGHT POLE W/ DROP
- (E) POWER POLE
- (E) POWER POLE W/DROP
- (E) POWER TRANSFORMER
- (E) SANITARY MANHOLE
- (E) STORM CATCH BASIN
- (E) STORM MANHOLE
- (E) SIGN
- (E) TREE EVERGREEN
- (E) TREE DECIDUOUS
- (E) WATER FIRE HYDRANT
- (E) WATER METER
- (E) WATER VALVE
- (E) CONCRETE
- (E) GRAVEL
- (E) PAVEMENT
- (E) CHAINLINK FENCE
- (E) WOOD FENCE
- (E) WIRE FENCE
- (E) STORM DRAIN LOCATE PAINT
- (E) SANITARY SEWER LOCATE PAINT
- (E) WATER LOCATE PAINT
- (E) PHONE LOCATE PAINT
- (E) UNDERGROUND POWER LOCATE
- (E) OVERHEAD POWER
- (E) GAS LINE LOCATE
- (E) RAIL ROAD TRACK LINE





# Pre-Developed Conditions



## 22-358 Pre Development Model

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Page 2

### Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
5,227	74	Pasture/grassland/range, Good, HSG C (1S)
125,453	80	Pasture/grassland/range, Good, HSG D (1S)

## 22-358 Pre Development Model

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Page 3

### Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
0	HSG A	
0	HSG B	
5,227	HSG C	1S
125,453	HSG D	1S
0	Other	

## 22-358 Pre Development Model

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Page 4

### Ground Covers (all nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover
0	0	5,227	125,453	0	130,680	Pasture/grassland/range, Good

**22-358 Pre Development Model**

*Type IA 24-hr 5-Year Storm Rainfall=2.90"*

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Page 5

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Time span=0.00-36.00 hrs, dt=0.05 hrs, 721 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment 1S: Pre-Developed**

Runoff Area=3.000 ac 0.00% Impervious Runoff Depth=1.18"  
Flow Length=564' Tc=55.8 min CN=80/0 Runoff=0.38 cfs 12,801 cf

**22-358 Pre Development Model**

Type IA 24-hr 5-Year Storm Rainfall=2.90"

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Page 6

**Summary for Subcatchment 1S: Pre-Developed Conditions**

Runoff = 0.38 cfs @ 8.34 hrs, Volume= 12,801 cf, Depth= 1.18"

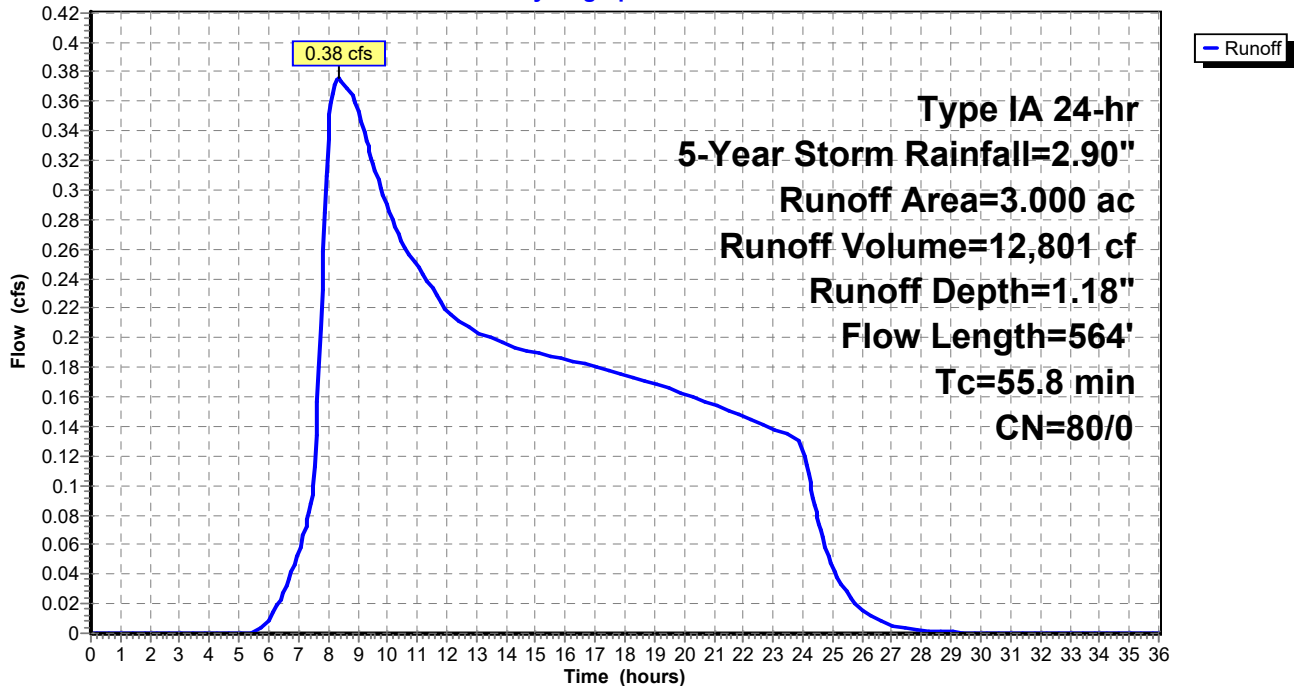
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 5-Year Storm Rainfall=2.90"

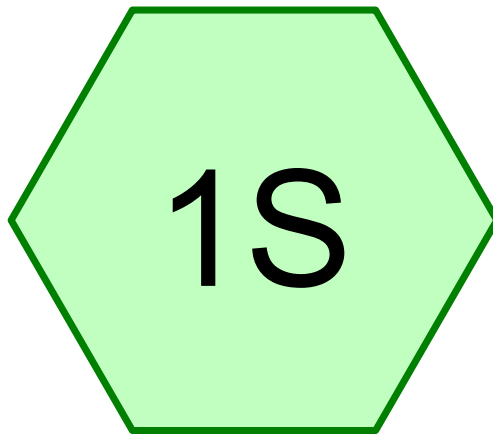
Area (ac)	CN	Description
2.880	80	Pasture/grassland/range, Good, HSG D
0.120	74	Pasture/grassland/range, Good, HSG C
3.000	80	Weighted Average
3.000	80	100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
50.8	300	0.0040	0.10		<b>Sheet Flow,</b> Grass: Short n= 0.150 P2= 2.50"
5.0	264	0.0030	0.88		<b>Shallow Concentrated Flow,</b> Unpaved Kv= 16.1 fps
55.8	564	Total			

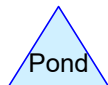
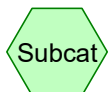
**Subcatchment 1S: Pre-Developed Conditions**

Hydrograph





# Existing Conditions



## 22-358 Existing Conditions Model

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Page 2

### Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
6,534	96	Gravel surface, HSG D (1S)
5,227	74	Pasture/grassland/range, Good, HSG C (1S)
114,127	80	Pasture/grassland/range, Good, HSG D (1S)
871	98	Paved parking, HSG D (1S)
3,920	98	Roofs, HSG D (1S)



## 22-358 Existing Conditions Model

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Page 3

### Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
0	HSG A	
0	HSG B	
5,227	HSG C	1S
125,453	HSG D	1S
0	Other	

## 22-358 Existing Conditions Model

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Page 4

### Ground Covers (all nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover
0	0	0	6,534	0	6,534	Gravel surface
0	0	5,227	114,127	0	119,354	Pasture/grassland/range, Good
0	0	0	871	0	871	Paved parking
0	0	0	3,920	0	3,920	Roofs

**22-358 Existing Conditions Model**

*Type IA 24-hr 5-Year Storm Rainfall=2.90"*

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Page 5

Time span=0.00-36.00 hrs, dt=0.05 hrs, 721 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment 1S: Existing Conditions**

Runoff Area=3.000 ac 3.67% Impervious Runoff Depth=1.29"

Flow Length=564' Tc=55.8 min CN=81/98 Runoff=0.44 cfs 14,044 cf

**22-358 Existing Conditions Model**

Type IA 24-hr 5-Year Storm Rainfall=2.90"

Prepared by Udell Engineering and Land Surveying, LLC

Printed 7/9/2023

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Page 6

**Summary for Subcatchment 1S: Existing Conditions**

Runoff = 0.44 cfs @ 8.30 hrs, Volume= 14,044 cf, Depth= 1.29"

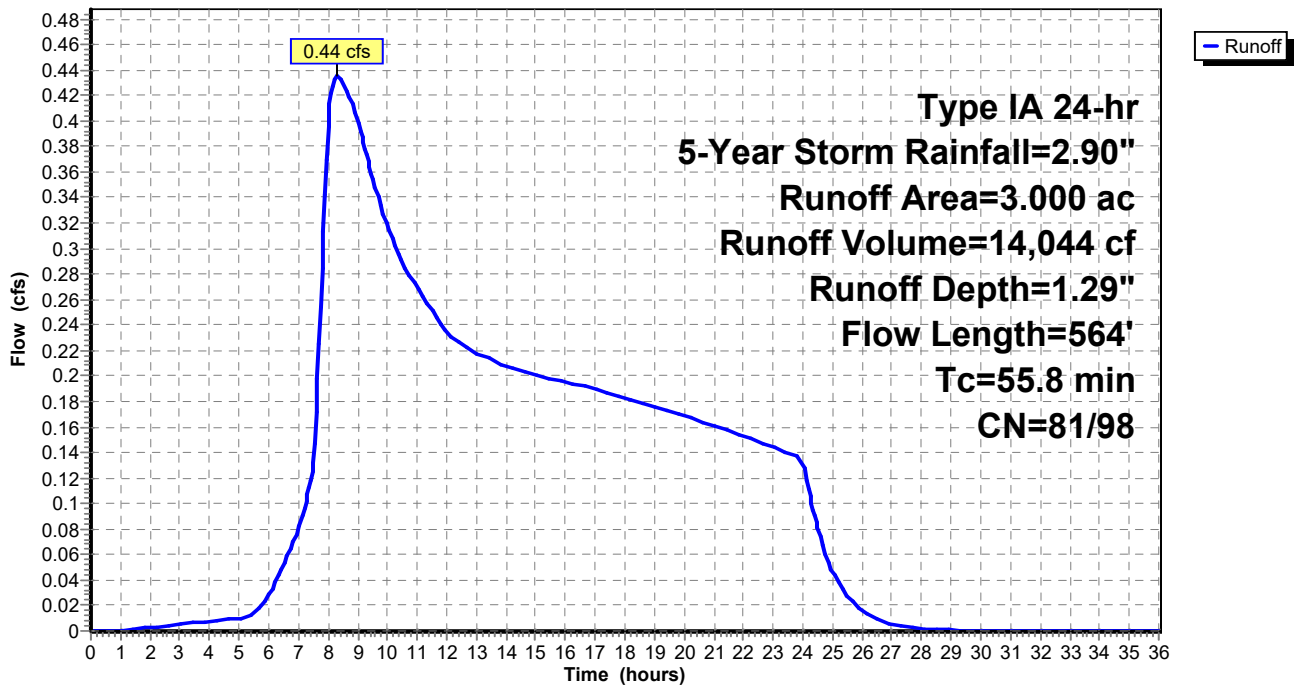
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 5-Year Storm Rainfall=2.90"

Area (ac)	CN	Description
2.620	80	Pasture/grassland/range, Good, HSG D
0.120	74	Pasture/grassland/range, Good, HSG C
0.090	98	Roofs, HSG D
0.020	98	Paved parking, HSG D
0.150	96	Gravel surface, HSG D
3.000	81	Weighted Average
2.890	81	96.33% Pervious Area
0.110	98	3.67% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
50.8	300	0.0040	0.10		<b>Sheet Flow,</b> Grass: Short n= 0.150 P2= 2.50"
5.0	264	0.0030	0.88		<b>Shallow Concentrated Flow,</b> Unpaved Kv= 16.1 fps
55.8	564	Total			

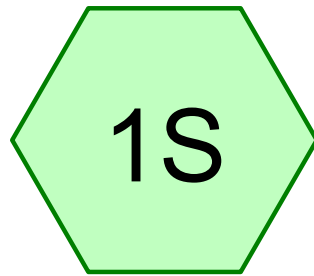
**Subcatchment 1S: Existing Conditions**

Hydrograph

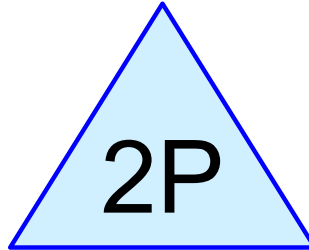


# **APPENDIX C**

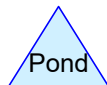
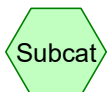
## **POST-DEVELOPMENT HYDROCAD SBUH HYDROLOGIC MODELS**



Developed Subdivision



Detention Pond



## 22-358 Post Development Model

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Page 2

### Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
167,706	85	1/8 acre lots, 65% imp, HSG B (1S)

## 22-358 Post Development Model

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Page 3

### Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
0	HSG A	
167,706	HSG B	1S
0	HSG C	
0	HSG D	
0	Other	



## 22-358 Post Development Model

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Page 4

### Ground Covers (all nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover
0	167,706	0	0	0	167,706	1/8 acre lots, 65% imp

Subca

Numb

**22-358 Post Development Model**

*Type IA 24-hr 25-Year Storm Rainfall=3.80"*

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Time span=0.00-36.00 hrs, dt=0.05 hrs, 721 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment 1S: Developed Subdivision** Runoff Area=3.850 ac 65.00% Impervious Runoff Depth=2.57"  
Tc=10.0 min CN=61/98 Runoff=2.19 cfs 35,878 cf

**Pond 2P: Detention Pond** Peak Elev=360.33' Storage=11,137 cf Inflow=2.19 cfs 35,878 cf  
Outflow=0.37 cfs 35,878 cf

**22-358 Post Development Model**

Type IA 24-hr 25-Year Storm Rainfall=3.80"

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**Summary for Subcatchment 1S: Developed Subdivision**

Runoff = 2.19 cfs @ 7.98 hrs, Volume= 35,878 cf, Depth= 2.57"

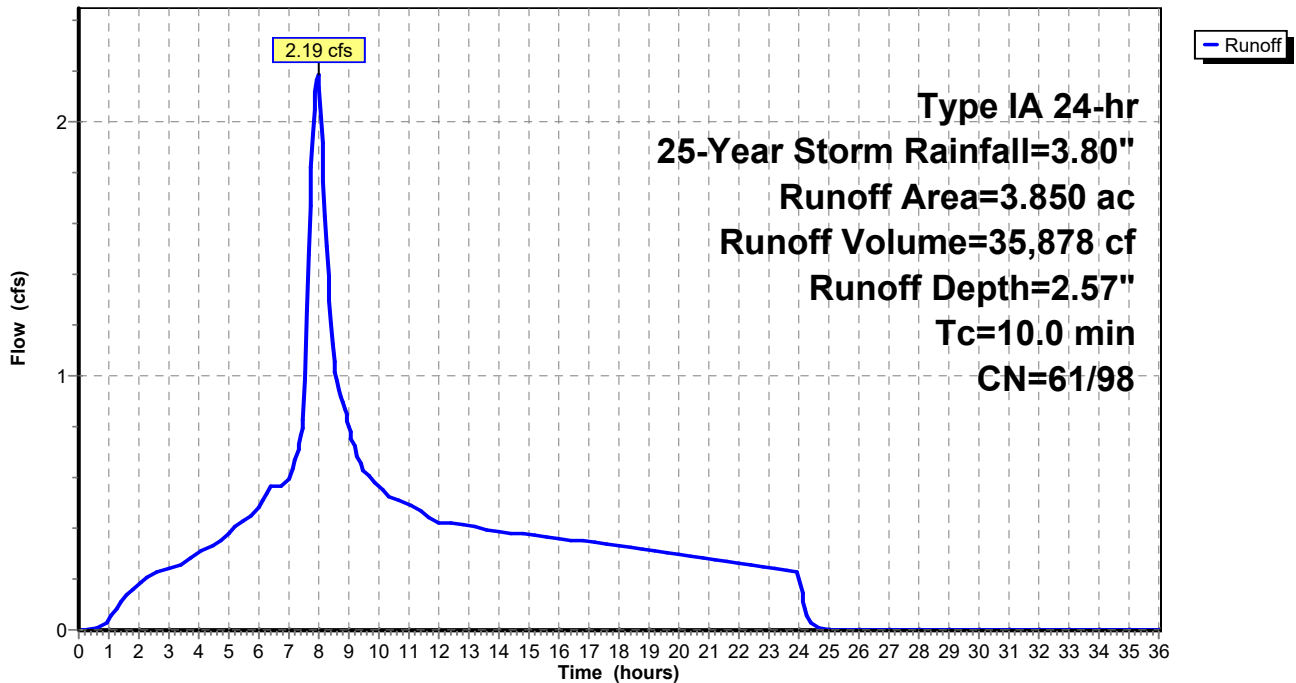
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 25-Year Storm Rainfall=3.80"

Area (ac)	CN	Description
3.850	85	1/8 acre lots, 65% imp, HSG B
1.347	61	35.00% Pervious Area
2.503	98	65.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

**Subcatchment 1S: Developed Subdivision**

Hydrograph



**22-358 Post Development Model**

Type IA 24-hr 25-Year Storm Rainfall=3.80"

Prepared by Udell Engineering and Land Surveying, LLC

Printed 7/9/2023

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**Summary for Pond 2P: Detention Pond**

Inflow Area = 167,706 sf, 65.00% Impervious, Inflow Depth = 2.57" for 25-Year Storm event  
 Inflow = 2.19 cfs @ 7.98 hrs, Volume= 35,878 cf  
 Outflow = 0.37 cfs @ 15.64 hrs, Volume= 35,878 cf, Atten= 83%, Lag= 459.4 min  
 Primary = 0.37 cfs @ 15.64 hrs, Volume= 35,878 cf

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
 Peak Elev= 360.33' @ 15.64 hrs Surf.Area= 5,765 sf Storage= 11,137 cf

Plug-Flow detention time= 353.7 min calculated for 35,829 cf (100% of inflow)  
 Center-of-Mass det. time= 354.0 min ( 1,047.7 - 693.7 )

Volume	Invert	Avail.Storage	Storage Description
#1	358.00'	30,032 cf	<b>Custom Stage Data (Prismatic)</b> Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
358.00	3,812	0	0
360.40	5,827	11,567	11,567
363.00	8,377	18,465	30,032

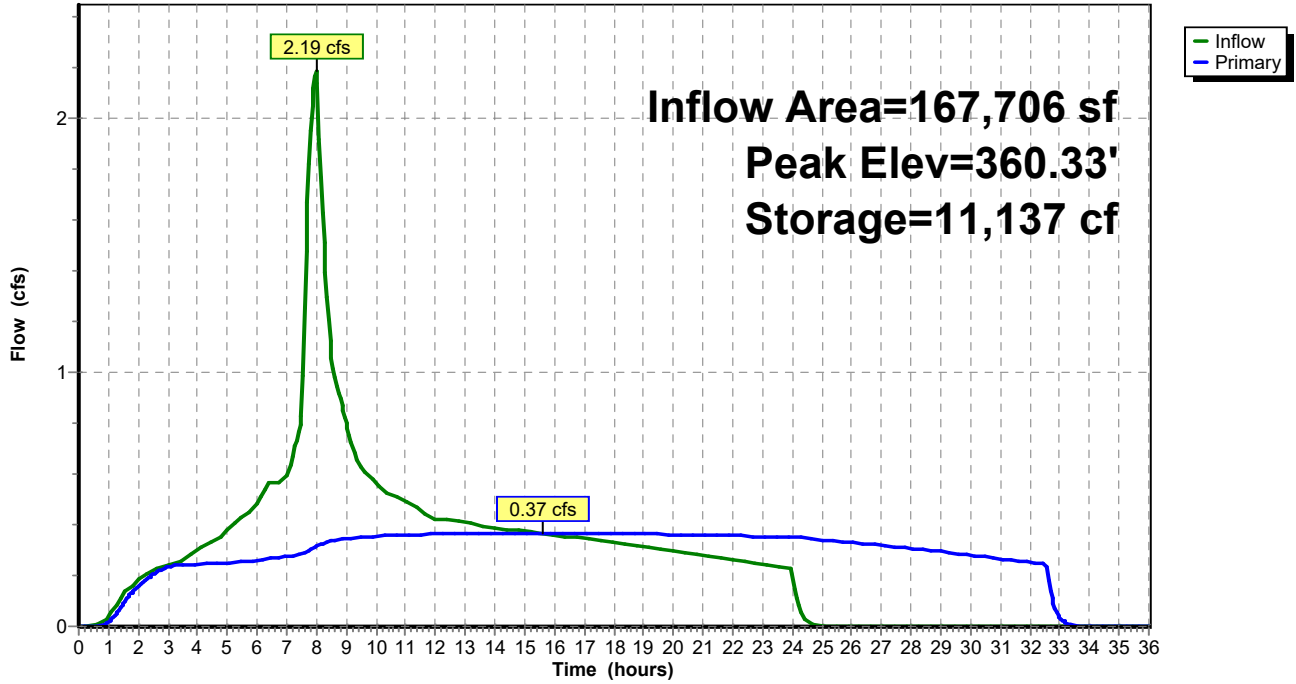
Device	Routing	Invert	Outlet Devices
#1	Primary	356.25'	<b>2.625" Horiz. Orifice/Grate</b> C= 0.600 Limited to weir flow at low heads
#2	Primary	360.40'	<b>24.000" x 30.000" Horiz. Orifice/Grate X 2.00</b> C= 0.600 Limited to weir flow at low heads

**Primary OutFlow** Max=0.37 cfs @ 15.64 hrs HW=360.33' (Free Discharge)

- 1=Orifice/Grate (Orifice Controls 0.37 cfs @ 9.72 fps)
- 2=Orifice/Grate ( Controls 0.00 cfs)

### Pond 2P: Detention Pond

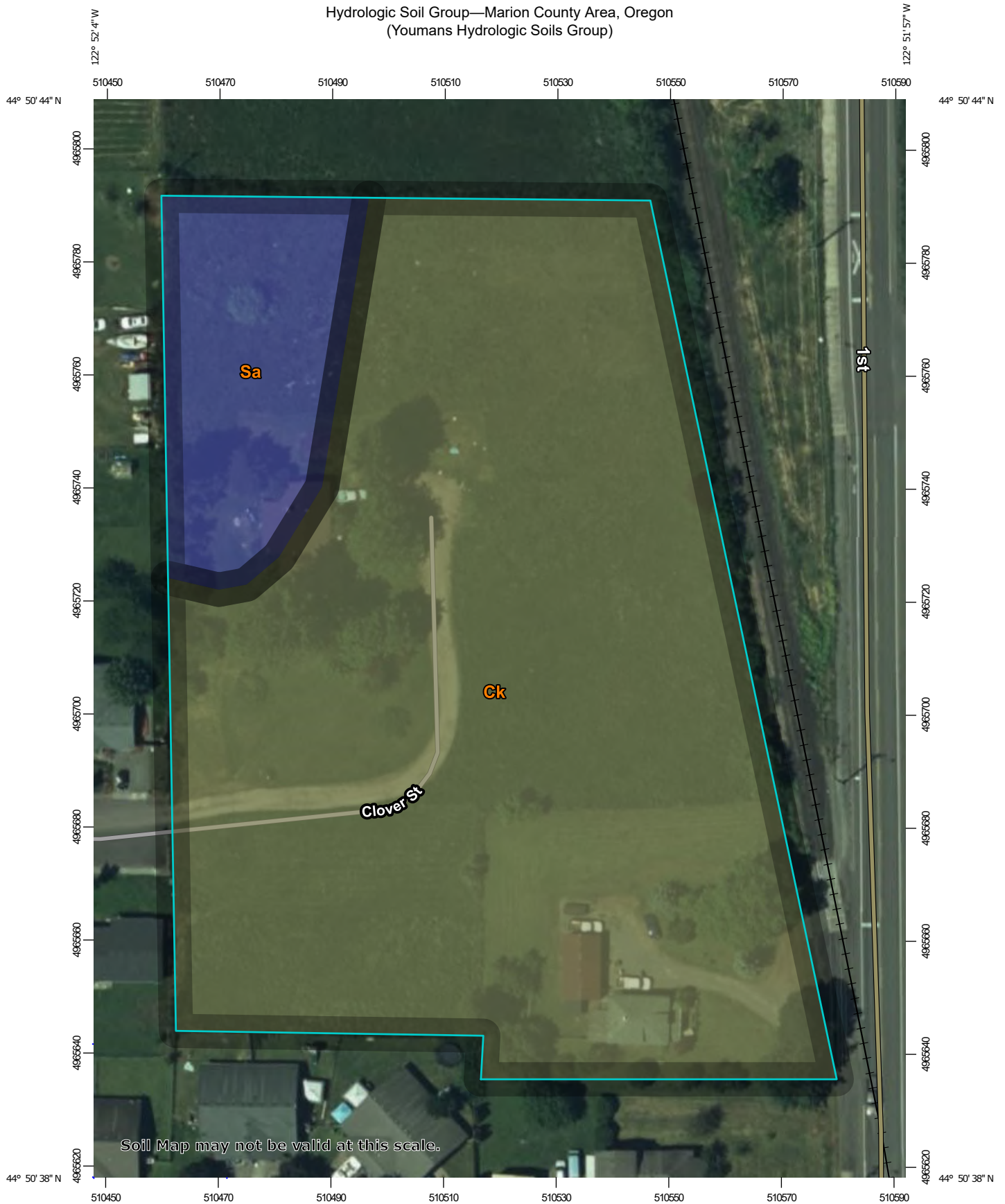
Hydrograph



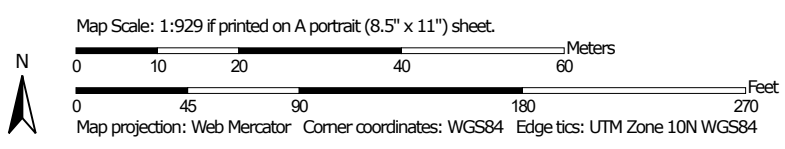
# **APPENDIX D**

## **NRCS WEB-SOIL DATA**

Hydrologic Soil Group—Marion County Area, Oregon  
(Youmans Hydrologic Soils Group)




Soil Map may not be valid at this scale.



Hydrologic Soil Group—Marion County Area, Oregon  
(Youmans Hydrologic Soils Group)

### MAP LEGEND

**Area of Interest (AOI)**









 Area of Interest (AOI)

**Soils**

**Soil Rating Polygons**





-  A
-  A/D
-  B
-  B/D
-  C
-  C/D
-  D
-  Not rated or not available

**Soil Rating Lines**


-  A
-  A/D
-  B
-  B/D
-  C
-  C/D
-  D
-  Not rated or not available

**Soil Rating Points**






-  A
-  A/D
-  B
-  B/D

-  C
-  C/D
-  D
-  Not rated or not available


**Water Features**

 Streams and Canals

**Transportation**

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

**Background**

 Aerial Photography

### MAP INFORMATION

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

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

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

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

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

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

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

Soil Survey Area: Marion County Area, Oregon  
Survey Area Data: Version 20, Sep 14, 2022

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

Date(s) aerial images were photographed: May 28, 2020—May 29, 2020

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



## Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Ck	Clackamas gravelly loam	C/D	3.3	86.8%
Sa	Salem gravelly silt loam	B	0.5	13.2%
<b>Totals for Area of Interest</b>			<b>3.8</b>	<b>100.0%</b>

### Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

### Rating Options

*Aggregation Method:* Dominant Condition

*Component Percent Cutoff: None Specified*

*Tie-break Rule: Higher*

July 12, 2023  
#01749

Laura LaRoque  
Land Use Planner  
Udell Engineering and Land Surveying, LLC.  
63 East Ash Street  
Lebanon, OR 97355

Office: (541) 451-5125  
Direct: (541) 990-8661

**re: Transportation Assessment Letter for Youman's Clover Street Residential  
Subdivision – Aumsville, OR**

## **INTRODUCTION**

As requested, we have prepared this traffic assessment letter for a proposed residential development in Aumsville, Oregon. The site is located on lots identified as tax map 08S-02W-25DA, lots 100, 200, 6600, 6700, 8300 & 8400. The site is shown in Figure 1. A total of 26 new dwelling units would be allowed on the site.

Section 22.11(A) of the Aumsville Development Code states that a TIA shall be required under certain conditions. In this case, the primary condition is the first, which is when (1) "The development generates 25 or more peak-hour trips or 250 or more daily trips..."

The proposed project was forecast to generate 15 new p.m. peak hour trips and 187 new daily trips, which is less than the threshold. This letter was written to satisfy the requirements of the Code regarding a Transportation Assessment Letter, as per Section 22.11(B) of the Aumsville Development Code, which reads:

*"If a TIA is not required, the applicant's traffic engineer shall submit a transportation assessment letter to the City indicating the proposed development or land use action is exempt. This letter shall outline the trip-generating characteristics of the proposed land use and verify that the site-access driveways or roadways meet City visual clearance requirements and roadway design standards."*

**PROJECT DESCRIPTION**

The proposed layout of the site is shown in Figure 2. Lots 3, 13, and 14 contain existing single-family dwellings. All other lots have the potential to result in construction of up to 11 duplexes (22 units) and one fourplex dwelling units for a total of 26 dwelling units. ITE classifies this type of development as attached single-family homes.

**TRIP GENERATION**

Future trips generated by the project were forecast using the trip generation rates found in the 11<sup>th</sup> Edition of *Trip Generation* (ITE, 2021). Land Use 215 attached single-family housing was selected at the most appropriate land use category for the proposed use. The ITE trip rates are shown in Table 1.

**TABLE 1 – TRIP GENERATION RATES**

ITE Land Use & Code	Ind. variable	Trip Ends Rate (trips per t.s.f)		In/Out Split (percent)	
		PM Peak Hour	Daily	PM Peak Hour	Daily
		Single Family Attached Housing 215	DU	0.57	7.20

The proposed project was forecast to generate a total of 15 new p.m. peak hour trips and 187 new daily trips, as shown in Table 2. Since this forecast is less than 25 p.m. peak hour trips and 250 daily trips, a TIA is not required by the Aumsville Development Code.

**TABLE 2 – TRIP GENERATION FORECAST**

ITE Land Use	Size (units)	PM Peak Hour Trip Ends			Daily
		In	Out	Total	
Single Family Attached Housing 215	26 DU	8	7	15	187

**SIGHT DISTANCE AND CLEAR VISION**

Clover Street shows a straight connection in the street network. No new intersections would be created at the access point to the sight. Figure 3 shows the clear-vision distances, as prepared by the applicants Engineer.

**SUMMARY AND CONCLUSIONS**

The proposed change in land use was forecast to generate 187 new trips per average weekday and new 15 p.m. peak hour trips. Further analysis is not required as discussed above.

\* \* \* \* \*

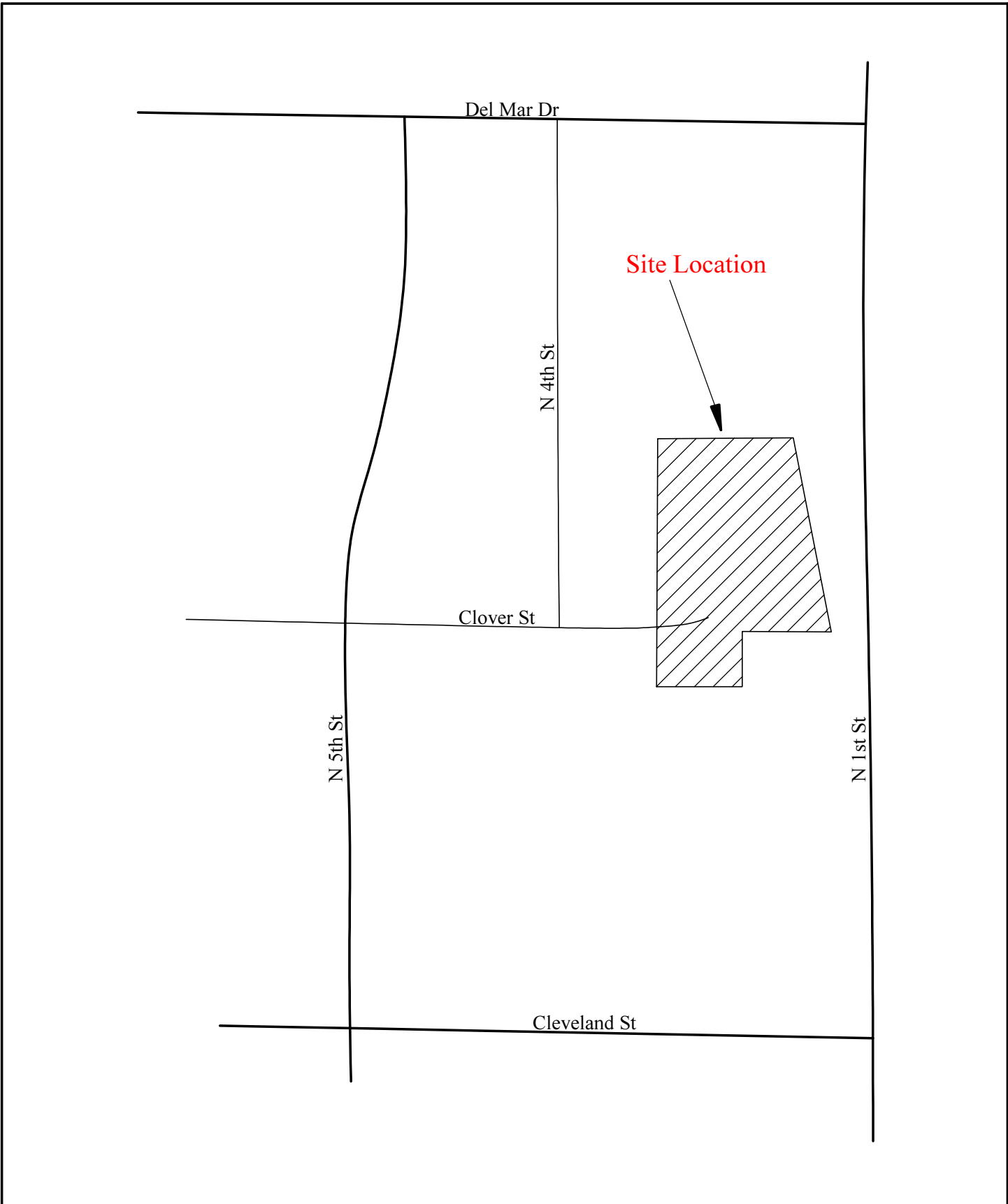
It is trusted that the above analysis adequately addresses the requirements for a Transportation Assessment Letter. Please feel free to call at your convenience if you would like to discuss any elements of this letter-report.

Very truly yours,  
FERGUSON & ASSOCIATES, INC.

Scott Ferguson, PE

Attachments: Figures 1-3





Site Location

Site Location

Youman's Clover Street Residential Subdivision - Aumsville, Oregon

#01749  
July 11, 2023

Figure 1

Ferguson & Associates, Inc.

Not to Scale

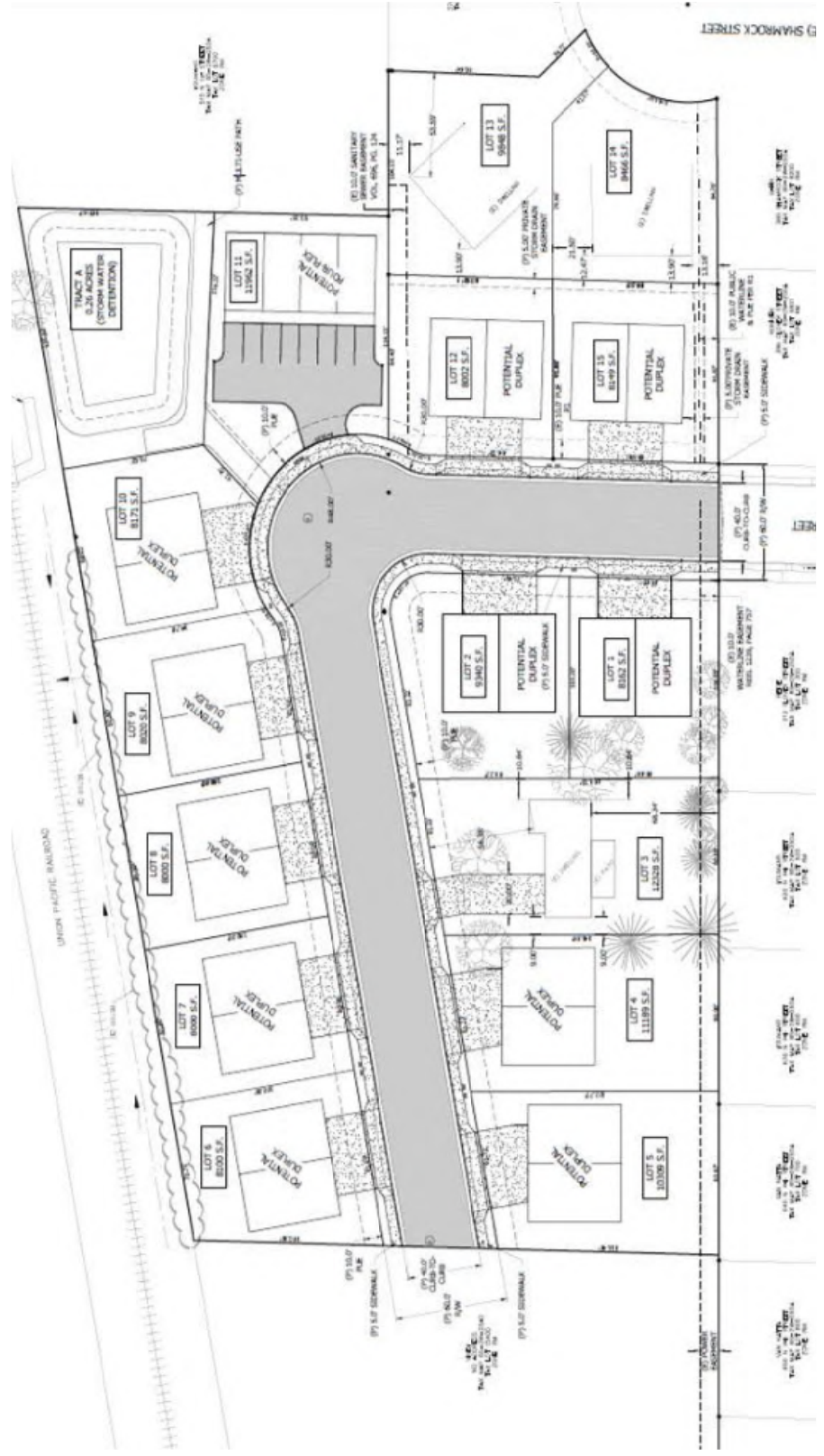



Figure 2  
Ferguson & Associates, Inc.

Site Plan  
Youman's Clover Street Residential Subdivision - Aumsville, Oregon





# AUMSVILLE PLANNING COMMISSION STAFF REPORT

**HEARING DATE:** October 5, 2023  
**REPORT DATE:** September 25, 2023  
**FILE NUMBER:** 2023-09 CPMA-Eastside  
**APPLICANT:** City of Aumsville  
**REQUEST:** Aumsville Comprehensive Plan (ACP) map amendments to:

1. Expand the Aumsville Urban Growth Boundary (UGB) to facilitate development of the planned Eastside Community Park; and
2. Change the plan designation for the UGB expansion area from Marion County Special Agriculture (SA) to City Public (P).

These ACP map amendments are necessary to implement adopted ACP Chapter VI – Recreational Element and the Aumsville Park Master Plan.



Figure 1 Eastside Community Park Master Plan (Appendix A of the adopted 2023 Aumsville Parks Master Plan)

**SITE:** The 22.57-acre Eastside Community Park site (Tax Lot 081W30D000600) is currently designated for Special Agricultural use in Marion County. The site is served by Bishop Road and is located east of and adjacent to the City Limits and UGB. The site is bordered by Highway 22 to the north; however, park access is not permitted from this limited access highway.

**EXHIBITS:**

- A. Adopted Aumsville Parks Master Plan and Appendix A (June 2023 Update)
- B. Adopted ACP Chapter VI: Parks and Recreation Element (2023)
- C. Aumsville UGB Expansion- Public Facilities Analysis
- D. Aumsville – Marion County Urban Growth Management Agreement

**REVIEW CRITERIA:**

- **Statewide Planning Goals and Rules:** Applicable Statewide Planning Goals including Goal 1 Citizen Involvement, Goal 2 Land Use Planning, Goal 8 Parks and Recreation, Goal 9 Economic Development, Goal 10 Housing, Goal 11 Public Facilities and Services, Goal 12 Transportation, Goal 13 Energy Conservation, and Goal 14 Urban Growth Boundaries.<sup>1</sup>
- **Aumsville Development Ordinance (ADO) Section 15.05 Amendment Criteria *REVIEW PROCEDURE:*** *As required by ADO Section 12 Administrative Procedures, ACP map amendments are reviewed through a Type III quasi-judicial review procedure and may be initiated by city staff, the Planning Commission, or the City Council. Public notices and public hearings are required before the City Council can adopt ordinances authorizing ACP map amendments. Coordination with Marion County is required per the Urban Growth Boundary and Management Agreement (UGMA). Per the UGMA, Marion County must review and co-adopt the UGB and ACP map amendment.*
- The proposed ACP plan map amendment package was initiated by the City Council.
- Notice of the proposed ACP amendment package was filed with the Department of Land Conservation and Development (DLCD) on August 29, 2023 – 37 days before the initial evidentiary hearing.
- Request to consider and adopt the proposed ACP amendment package was sent to Marion County on September 15, 2023- 20 days before the initial evidentiary hearing.
- Notice of Planning Commission hearing on the proposed amendment package was published in the October Aumsville Newsletter.

---

<sup>1</sup> Statewide Planning Goals 3 (Agricultural Lands) and 4 (Forest Lands) are not applicable because potential conflicts with these goals are resolved through the UGB amendment process. Goals 5 (Natural Resources), 6 (Air, Land, and Water Resources Quality), and 7 (Natural Hazards) are not applicable because there are no significant Goal 5 resources or inventoried natural hazards on the site proposed for annexation, and development of the Eastside Community Park site will be subject to all applicable Department of Environmental Quality (DEQ) rules and regulations. Goals 9 (Economic Development) and 10 (Housing) are not applicable because park development on the 22.57-acre area proposed for inclusion within the UGB will not adversely impact the supply of land needed for employment or housing within the Aumsville UGB.

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(A) <i>That the change is in conformance with the Aumsville Comprehensive Plan.</i> .....	30
(B) <i>That there was a mistake or an update needed in the original ordinance or map.</i> .....	30
(C) <i>That the conditions in the area have changed since adoption of the ordinance and/or zoning map.</i> .....	30
(D) <i>The amendments will not interfere with the development or value of other land in the vicinity.</i> .....	30
(E) <i>The amendment will not be detrimental to the general interest of the city and that there is a public need for the amendment.</i> .....	30
(F) <i>That there is no other appropriately zoned property that could be used.</i> .....	31
(G) <i>That the amendment will not over-burden existing and future capacity of public facilities.</i> .....	31
(H) <i>That the amendment complies with applicable state and federal laws and regulations.</i> .....	31
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## Abbreviations

<b>ACP</b>	Aumsville Comprehensive Plan
<b>ADC</b>	Aumsville Development Code
<b>MCCP</b>	Marion County Comprehensive Plan
<b>P</b>	Aumsville “Public” Plan Designation and Zone
<b>PMP</b>	Aumsville Parks Master Plan (Adopted June 2023)
<b>SCORP</b>	Oregon’s Statewide Comprehensive Outdoor Plan
<b>TSP</b>	Aumsville Transportation System Plan
<b>UGB</b>	Aumsville Urban Growth Boundary
<b>UGB Policy Agreement</b>	Urban growth management agreement between the City of Aumsville and Marion County

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# I. STAFF REPORT AND FINDINGS

## Proposed Comprehensive Plan Amendment Package

The adopted Aumsville Park Master Plan (June 2023 Update, Appendix A) (PMP) describes the purpose, location, and design of the planned Eastside Community Park and recommends that:

1. Aumsville expand its UGB to accommodate the park; and
2. Aumsville initiate a Comprehensive Plan map amendment, zone change, and annexation.

*The Eastside Community Park is Aumsville’s newest park. The 22.57-acre site was acquired by the City in August 2019. The park is located between Bishop Rd. SE and Albus Rd. SE. The North Santiam Highway (Oregon Highway 22) abuts the north edge of the site. Urban Growth Boundary (UGB) Expansion and Annexation of the Eastside Community Park site: This plan recommends the city initiate a UGB amendment and annexation procedure in 2023. The inclusion of the park in the city limits will give the City authority over the full development of the park site and will enable the City to extend public facilities (water, sewer, and other city-owned utilities) into the park. The Aumsville Planning Commission and City Council will have authority to approve development plans for the property under the Aumsville Development Code.*

Figure 2 is copied from Appendix A of the PMP and shows the precise location of the proposed Eastside Community Park and proposed UGB amendment.



Figure 2: Aumsville Parks Master Plan Appendix A- Eastside Community Park Location

Following adoption of this ACP map amendment package, the city intends to annex the Eastside Community Park site and rezone the park site from County SA (Special Agriculture) to City P (Public).

## Background

The City of Aumsville seeks to meet the recreational needs of existing and future residents of the community by providing a quality park system. The City has approximately 17.05 acres of community, neighborhood, and pocket parks on the west side of the city. The east side has only one park, a 3.02-acre linear park. The 1996 Aumsville Parks Master Plan (and subsequent versions) identified a need for a 20-acre community park on the east side of the city, referred to as Eastside Community Park. The 2010 Aumsville Transportation System Plan (TSP) addressed transportation impacts that would result from the development of the Eastside Community Park if the UGB were amended in the future.

## 2023 Aumsville Parks Master Plan Update

With the completion of the draft Eastside Community Park design plan and other PMP revisions in 2023, the Aumsville Planning Commission held a public hearing on June 15, 2023 to consider adoption of the 2023 Aumsville Parks Master Plan (PMP). The revised ACP Chapter VI-Recreation replaces the existing Chapter VI and is based on the updated Aumsville PMP.

The Planning Commission recommended the City Council adopt the updated ACP Chapter VI and PMP. The Commission's recommendation included the initiation of a UGB amendment, zone change, and annexation for the Eastside Community Park property as soon as possible. On July 26, 2023, the City Council adopted the two ACP amendments identified above. These adopted and acknowledged amendments provide the factual and policy basis for the proposed UGB and ACP map amendments.

The updated ACP Chapter VI – Recreation Element includes a policy that recognizes the PMP as a technical appendix to the ACP.

*Policy P-1: Parks Master Plan. The Aumsville Parks Master Plan is adopted as a technical amendment to the Aumsville Comprehensive Plan. The Aumsville Parks Master Plan will serve as a guide for parks and open space land acquisition, the development of new parks, trails and recreation facilities and for the improvement of existing parks within the City of Aumsville.*

Figure 3 shows the location of the proposed UGB amendment.

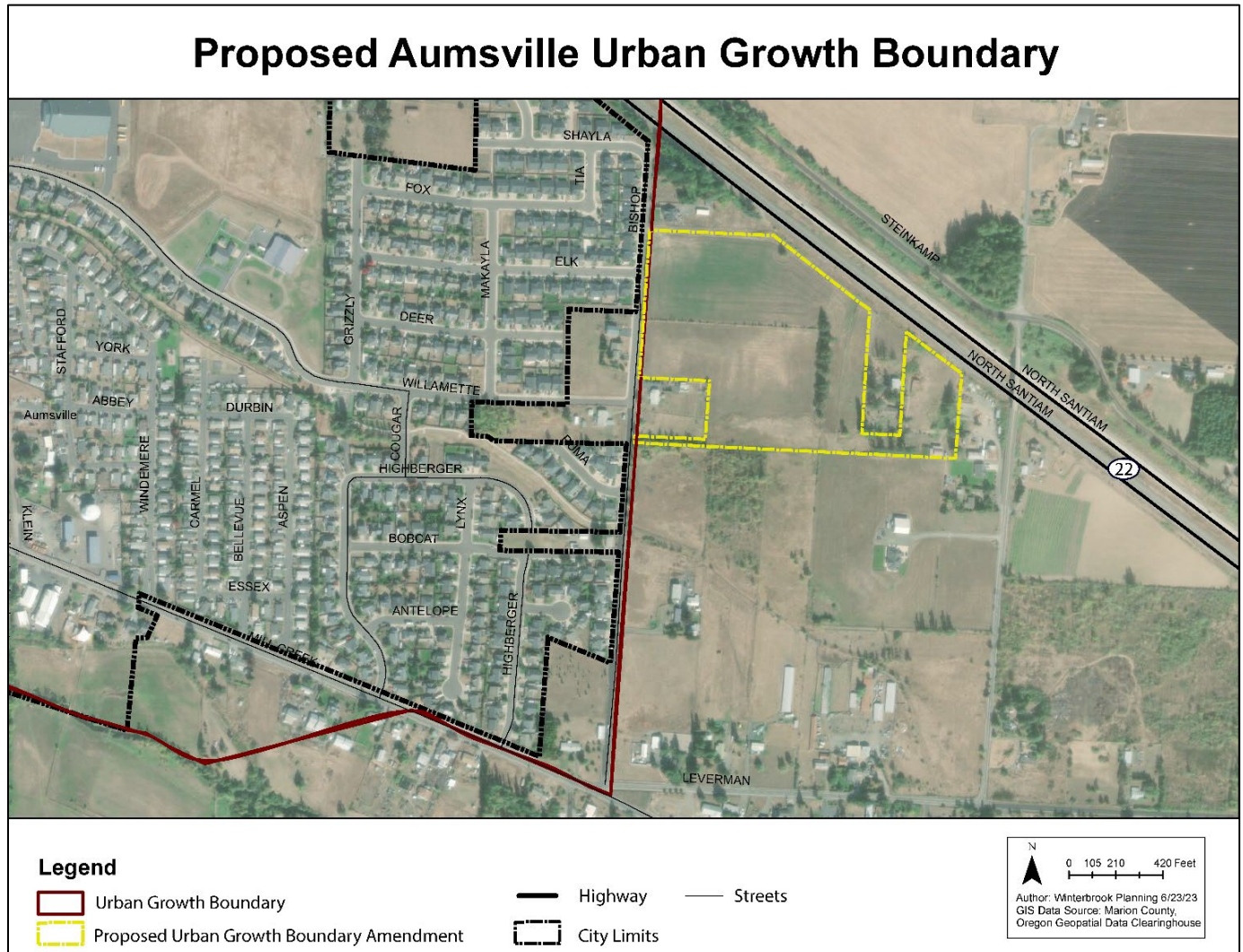


Figure 3: Proposed Aumsville Urban Growth Boundary Amendment



Figure 4 shows the proposed P (Public) ACP map designation for the Eastside Community Park site.

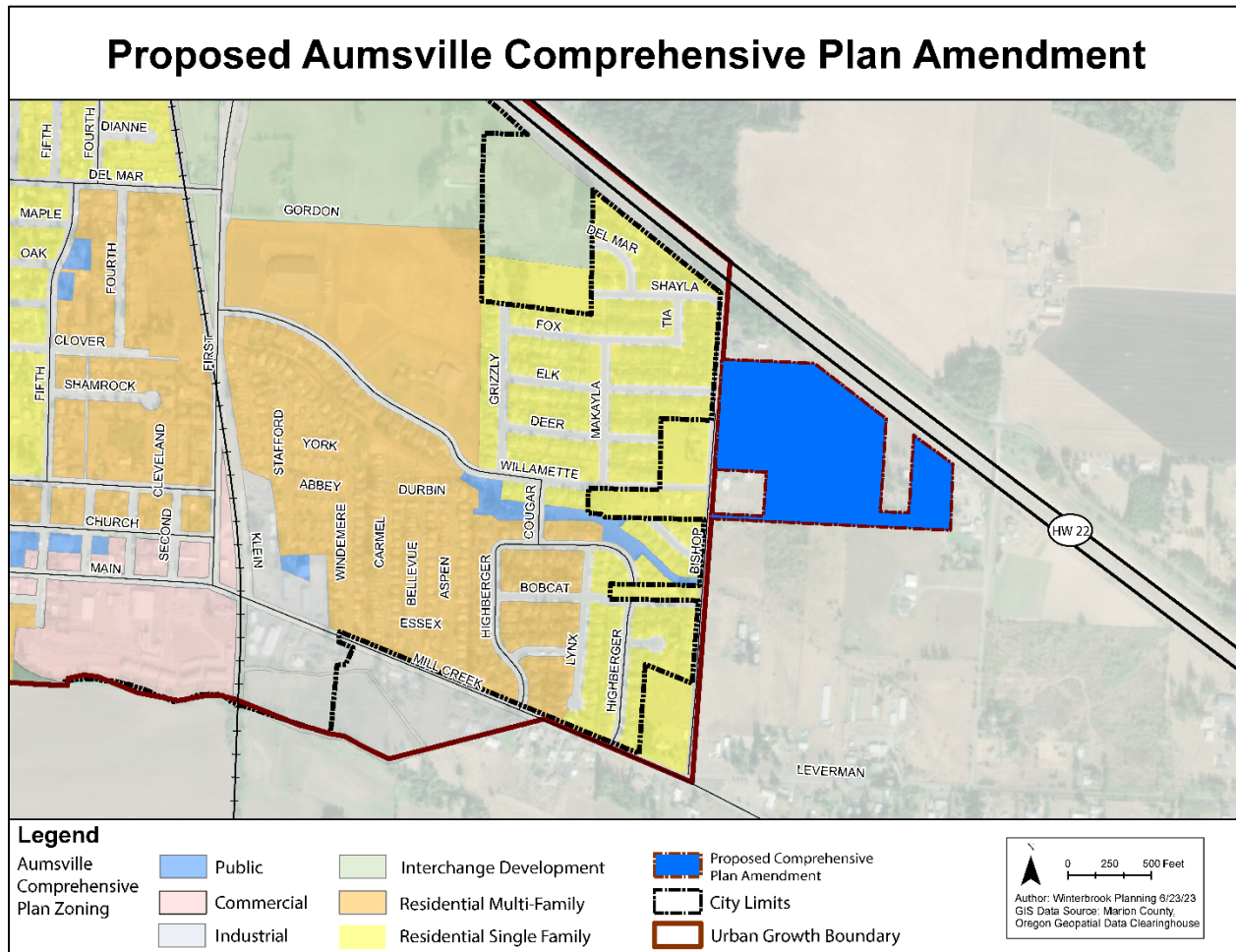


Figure 4: Proposed Aumsville Comprehensive Plan Amendment from County Special Agriculture (SA) to City Public (P)

## Staff Report Organization

Staff findings are organized as follows:

- **Section II** addresses applicable Statewide Planning Goals and related ACP policies. Section II findings first address Goal 14 as implemented by the OAR Chapter 16, Division 024 Urban Growth Boundaries, followed by findings addressing compliance with Statewide Planning Goals 1 (Citizen Involvement), 2 (Land Use Planning), 8 (Parks and Recreation), 11 (Public Facilities and Services), 12 (Transportation), and 13 (Energy Conservation).<sup>2</sup>

<sup>2</sup> Statewide Planning Goals 3 (Agricultural Lands) and 4 (Forest Lands) are not applicable because conflicts UGB expansion and resource lands are resolved through the Goal 14 UGB amendment process. Goals 5 (Natural Resources) and 7 (Natural Hazards) are not applicable because there are no inventoried natural resource sites or natural hazards within the proposed UGB expansion area. Goal 6 (Air, Land, and Water Resources Quality) is not applicable because the ACP includes policies to meet Department of Environmental Quality (DEQ) regulations regardless of location. Goals 9 (Economic Development) and Goal 10 (Housing) are not applicable because the UGB amendment does not involve buildable land that is needed for employment or housing purposes.

- **Section III** addresses Aumsville Development Ordinance (ADO) review criteria for comprehensive plan map amendments.

## II. STATEWIDE PLANNING GOAL COMPLIANCE

This section begins with detailed findings demonstrating compliance with Statewide Planning Goal 14 (Urbanization) as implemented by the OAR Chapter 660, Division 024 Urban Growth Boundaries (the UGB Rule). Goals 1 (Citizen Involvement), 2 (Land Use Planning), 8 (Parks and Recreation), 11 (Public Facilities and Services), 12 (Transportation), and 13 (Energy Conservation) are also addressed in these findings. In each goal finding, acknowledged comprehensive plan policies applicable related to the goal are also addressed.

### Statewide Planning Goal 14

Urbanization Goal 14 requires cities to establish and maintain urban growth boundaries (UGB) to separate urban from rural land. UGBs must have a 20-year land supply to meet identified employment, housing, and public facility needs. The UGB Rule includes detailed requirements for UGB amendments and allows cities to expand UGBs where necessary to accommodate public facilities – such as parks – that require specific site characteristics. In this case, the Eastside Community Park requires a site with at least 20 acres located on the east side of Aumsville.

### Goal 14 UGB Rule

The Goal 14 UGB Rule (as applied to UGB expansions for parks with specific site requirements) sets forth the following step-by-step process:

- **First**, establish a preliminary study area extending up to a mile from the existing UGB to evaluate UGB amendment alternatives.
- **Second**, determine the site characteristics required for the park (in this case, the Eastside Community Park).
- **Third**, determine if a site with the required characteristics is available within the UGB without compromising compliance with other statewide planning goals (i.e., Goals 9 Economic Development and 10 Housing).
- **Fourth**, determine whether the Eastside Community Park site requirements can be met within rural exception areas within the study area (i.e., land not zoned for exclusive farm or commercial forest use in Marion County)
- **And finally**, determine whether a site that has the required site characteristics must be on farmland, with lower quality farmland given priority over higher quality farmland.

#### 1. The Preliminary Study Area

OAR 660-024-0065 requires that cities establish a preliminary study area depending on the city's population. In Aumsville's case (see bold text), the preliminary study area includes:

#### *OAR 660-024-0065*

*Establishment of Study Area to Evaluate Land for Inclusion in the UGB*

*(1) When considering a UGB amendment to accommodate a need deficit identified in OAR 660-024-0050(4), a city outside of Metro must determine which land to add to the UGB by evaluating*

*alternative locations within a “study area” established pursuant to this rule. To establish the study area, the city must first identify a “preliminary study area” which shall not include land within a different UGB or the corporate limits of a city within a different UGB. The preliminary study area shall include: (a) All lands in the city’s acknowledged urban reserve, if any;*

***(b) All lands that are within the following distance from the acknowledged UGB: (A) For cities with a UGB population less than 10,000: one-half mile; (B) For cities with a UGB population equal to or greater than 10,000: one mile;***

***(c) All exception areas contiguous to an exception area that includes land within the distance specified in subsection (b) and that are within the following distance from the acknowledged UGB:***

***(A) For cities with a UGB population less than 10,000: one mile; (B) For cities with a UGB population equal to or greater than 10,000: one and one-half miles;***

**Findings:** Aumsville’s population is less than 10,000. Thus, the preliminary study area includes (1) all tax lots within a half mile buffer from the existing Aumsville UGB; and (2) all exception areas<sup>3</sup> within a mile buffer from the existing Aumsville UGB. Figure 5 shows the preliminary study area. Winterbrook used Marion County GIS data<sup>4</sup> to identify zoning and tax lots that meet these criteria.

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<sup>3</sup> To determine the preliminary study area, Winterbrook used May 2023 Marion County GIS data to identify zoning and tax lots to meet these criteria., lands with the following plan designations were used to determine status as exception area: Rural Residential, Commercial, Industrial, and Public and Semi-Public.

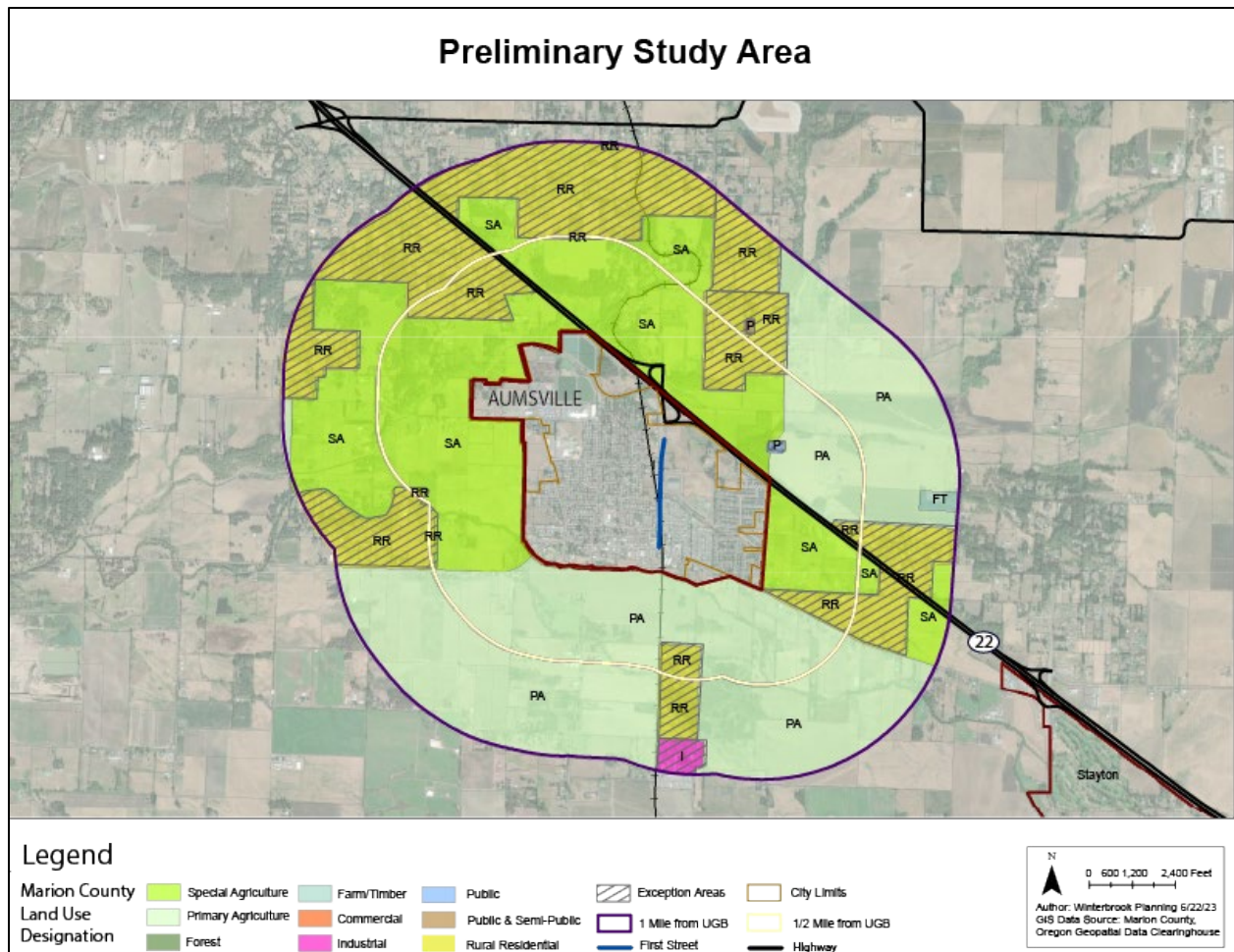


Figure 5: Aumsville UGB Expansion Preliminary Study Area

As shown on Figure 5, the UGB is surrounded by high value agricultural land zoned Primary Agriculture (PA) and Special Agriculture (SA). Exception (cross-hatched) areas generally are separated from the UGB by high-value agricultural land.

## 2. Required Eastside Community Park Site Characteristics

ORS 197A.320(6) allows cities to determine site requirements necessary to accommodate a particular public facility, such as the Eastside Community Park.

*(6) When the primary purpose for expansion of the urban growth boundary is to accommodate a particular industry use that requires specific site characteristics, or to accommodate a public facility that requires specific site characteristics and the site characteristics may be found in only a small number of locations, the city may limit the study area to land that has, or could be improved to provide, the required site characteristics. Lands included within an urban growth boundary for a particular industrial use, or a particular public facility, must remain planned and zoned for the intended use [...]*

**Findings:** The 2017 Aumsville Park Master Plan identified a need for a 20+ acre Eastside Community Park to complement the existing Porter-Boone Park located at the west end of the city.

*East-side Community Park. A 20+/- acre community park is recommended on the east/southeast edge of the City. A new park should have easy access to Bishop Road or Mill Creek Road and be of sufficient size and shape to accommodate sports fields, courts, playgrounds, restrooms and pathway systems to connect to nearby neighborhoods. Depending on the location group picnic areas and tent/camping sites could also be developed. If located adjacent to either Highberger Ditch or the Aumsville Ponds, the park design should provide storm water detention to help minimize flooding in adjacent residential areas.*

*The parks master plan included a specific recommendation to acquire a 20-acre community park at the east edge of the city within 5-years of the plan's adoption in 2018. Users may reach the park on foot, bicycle or by motor vehicle. The park location east of Bishop Rd., SE was selected because it is easily accessible from residential neighborhoods that were developed from 1990 to 2020 east of 1st Street and west of SE Bishop Rd. and a quick drive from all other locations inside the city.*

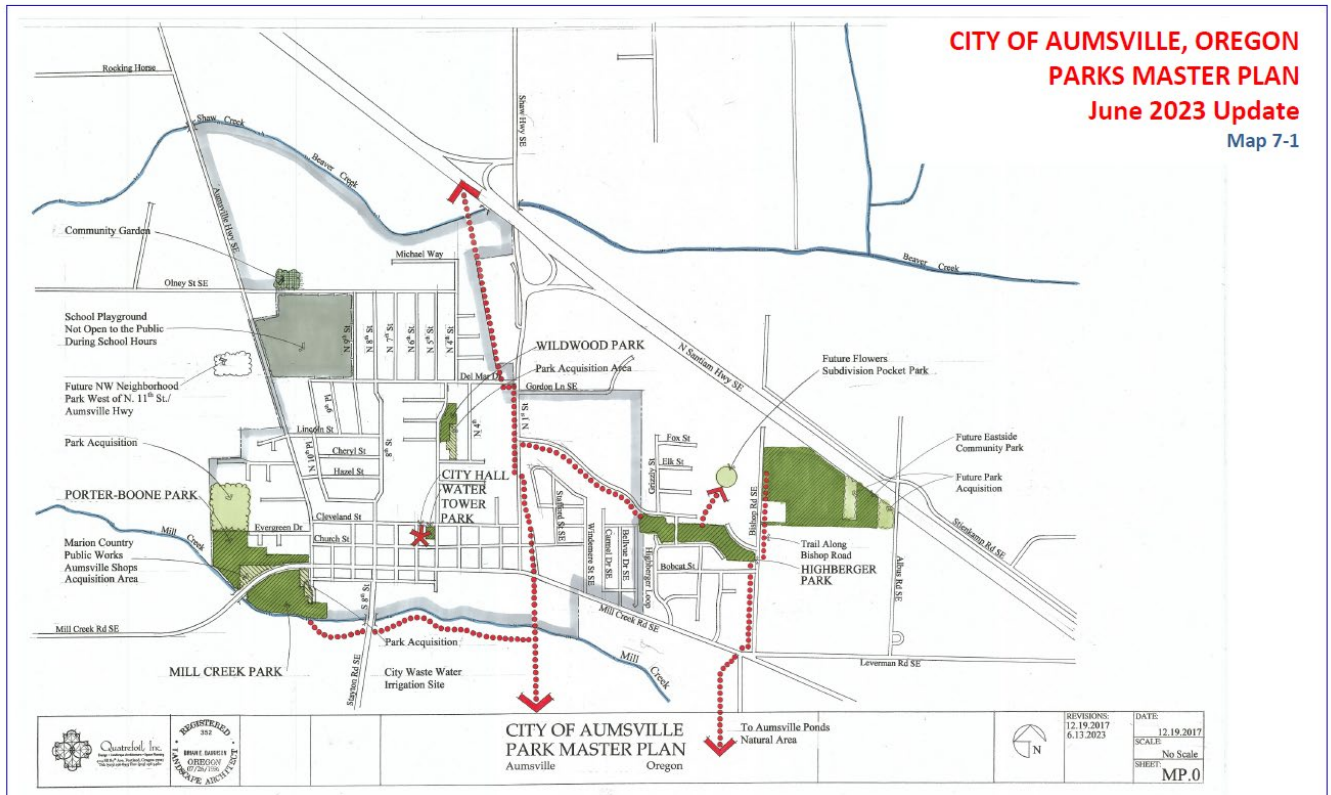
**The City determined the Eastside Community Park site requires the following criteria:**

- A **minimum of 20 acres of buildable land** as directed in the PMP to meet park land need for projected population growth;
- **South of Highway 22** because a divided highway would preclude safe multi-modal access from the city residential areas to the park;
- **East of First Street** because the western portion of the City is already served by a community park; and
- To ensure that public facilities and services are available the proposed park site must:
  - be **adjacent to the City Limits to have direct access to sanitary sewer and water**, and
  - have **direct access to a collector street (or higher street classification)** to handle anticipated traffic from residential areas to the park.

In Aumsville's case, a location adjacent to the City Limits ensures that farmland will not be crossed to reach the site from planned city streets and trails.

Based on these community park site requirements, the City purchased the Eastside Community Park site shown on the PMP (Appendix A-7):

*The Eastside Community Park is Aumsville's newest park. The 22.57-acre site was acquired by the City in August 2019. The park is located between Bishop Rd. SE and Albus Rd. SE. The North Santiam Highway (Oregon Highway 22) abuts the north edge of the site. The park site slopes gently to the south from the highway right-of-way to a drainage swale that runs westward along the south edge of the property. The site is a vacant pasture area with a small Oregon white oak grove running north-south through the center of the site.*



Aumsville Master Parks Plan  
June 2023 Update

Figure 6: Adopted Parks Master Plan - June 2023 Update Showing Location of Eastside Community Park

## 2. Evaluation of Alternatives Sites Based on UGB Amendment Priority Scheme

The following findings support the City's decision to purchase land for the Eastside Community Park and bring this land into the Aumsville UGB. The UGB Rule (OAR 660-0024-0050[1]) requires cities first to look inside their UGBs to satisfy urban land demands.

### **OAR 660-024-0050 Land Inventory and Response to Deficiency**

*(1) When evaluating or amending a UGB, a local government must inventory land inside the UGB to determine whether there is adequate development capacity to accommodate 20-year needs determined in OAR 660-024-0040. [...]*

**Findings:** Winterbrook identified all vacant parcels on the east side of town and within the UGB of 20 acres or greater based on parcel data<sup>5</sup> from the Marion County's GIS Program (MCGIS). There are no vacant parcels of 20 acres or greater on Aumsville's east side.

As shown in Figure 7, Winterbrook also considered parcels of between 15 and 20 acres (outlined in red) on the east side of the city:

<sup>5</sup> Updated May 2023

- Tax Lots 081W300001800 and 081W300002000 are under common ownership and with a total of 32.03 acres. These parcels are ruled out because they are zoned to meet identified commercial and office uses to attract consumers off Highway 22. Removal of 32.03 acres of needed and buildable employment land would jeopardize Goal 9 compliance. The property owner has plans to develop both parcels for highway-related commercial uses.
- Tax Lot 081W300002306 is owned by Willamette Valley Baptist Church and zoned RM. The ACP acknowledges a need for 21 acres of RM zoned buildable land. Removal of 15.6 acres of RM land would mean that the city cannot meet its obligations to provide a 20-year supply of buildable land under Goal 10.

Thus, as shown on Figure 7 and Table 1, the larger parcels identified above were eliminated from consideration because their use for park development would mean that the city has inadequate capacity to accommodate needed employment and housing opportunities as required by Goals 9 and 10.

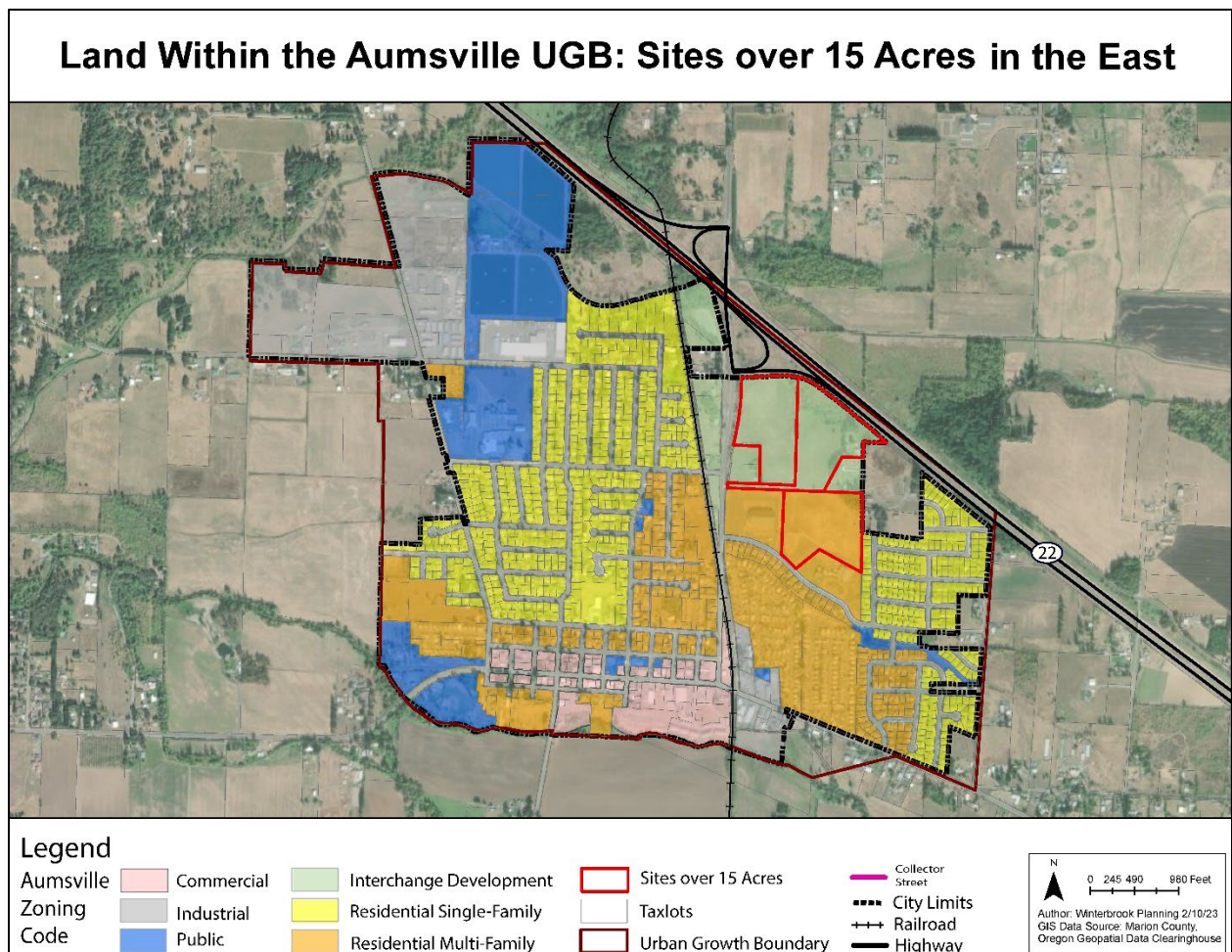


Figure 7: Land Within the Aumsville UGB- Map of Select Parcels

Table 1: Parcels over 15 Acres within the UGB on the East Side					
Index	Tax Lot	Acres	Zoning	Ownership <sup>6</sup>	Development Issues
1	081W300001800	16.7	Interchange Development (ID)	Red Moon Development & Construction Inc.	Land in this zone to meet identified industrial, commercial, and office use needs.
2	081W300002000	15.33			
3	081W300002306	15.6	Residential Multi-Family (RM)	Willamette Valley Baptist Church	Chapter II of ACP, need of 21 acres of residential multi-family

Figure 8: Land Within the Aumsville UGB- Evaluation of Select Parcels

In conclusion, the City of Aumsville must amend its UGB to accommodate community park land need because no sites exist within the UGB that have the required site characteristics to fulfill the demonstrated park and open space land need, per OAR 660-024-0050(4):

*(4) If the inventory demonstrates that the development capacity of land inside the UGB is inadequate to accommodate the estimated 20-year needs determined under OAR 660-024-0040, the local government must amend the plan to satisfy the need deficiency, either by increasing the development capacity of land already inside the city or by expanding the UGB, or both, and in accordance with ORS 197.296 where applicable. Prior to expanding the UGB, a local government must demonstrate that the estimated needs cannot reasonably be accommodated on land already inside the UGB. If the local government determines there is a need to expand the UGB, changes to the UGB must be determined by evaluating alternative boundary locations consistent with Goal 14 and applicable rules at OAR 660-024-0060 or 660-024-0065 and 660-024-0067.*

### 3. Refined Study Area Based on Required Eastside Community Plan Site Characteristics

The UGB Rule allows cities to refine the preliminary study area to include only those sites that have the characteristics required by a specific public facility – in this case the Eastside Community Park. Based on required Eastside Community Park site characteristics, the preliminary study area excluded land north of Highway 22 (due to access considerations) and west of First Street (because there is already a community park on the west side of the city). Figure 9 shows the refined study area in the southeast quadrant of the preliminary study area.

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<sup>6</sup> Marion County Assessor’s Property Records provided ownership information.



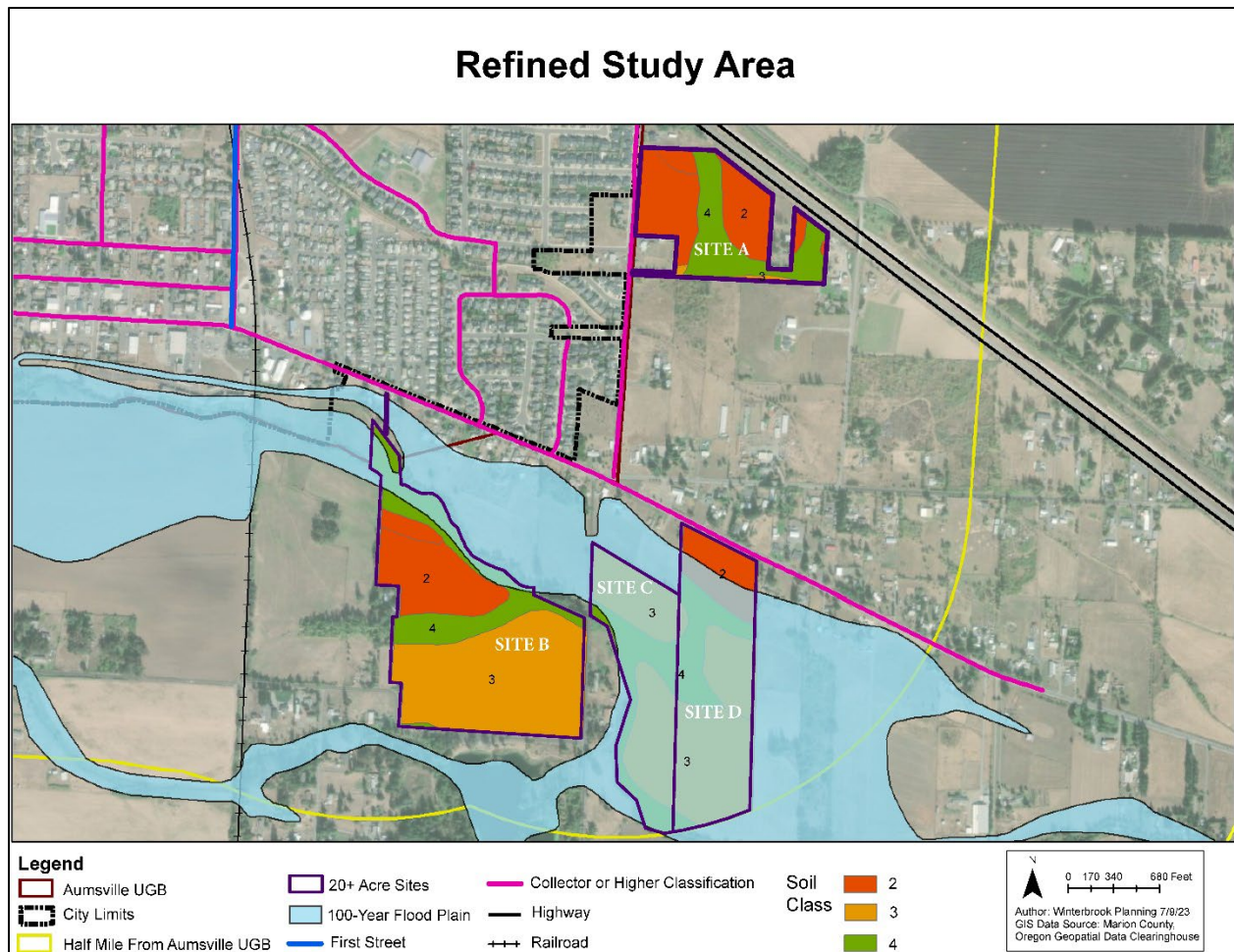


Figure 9: Lands Outside the Aumsville UGB- Refined Study Area

The refined study area focuses on the land southeast side of the UGB, south of Highway 22. As shown on Figure 9, the southeast quadrant has:

- No sites with 20 acres or more within rural exception areas a mile from the Aumsville UGB. Thus, park needs can only be met on land designated for agricultural use.
- Four sites of 20+ acres are designated for agricultural use a half mile from the Aumsville UGB.

#### 4. Priorities for UGB Expansion

OAR 660-024-0067(2) implements the ORS 197.298 priority scheme for lands to be included in the UGB.

*(2) Priority of Land for inclusion in a UGB:*

*(a) **First Priority is urban reserve, exception land, and nonresource land.** Lands in the study area that meet the description in paragraphs (A) through (C) of this subsection are of equal (first) priority: [...]*

*(b) **Second Priority is marginal land:** land within the study area that is designated as marginal land under ORS 197.247 (1991 Edition) in the acknowledged comprehensive plan.*

*(c) **Third Priority is forest or farm land that is not predominantly high-value farm land:** land within the study area that is designated for forest or agriculture uses in the acknowledged*

*comprehensive plan and that is not predominantly high-value farmland as defined in ORS 195.300, or that does not consist predominantly of prime or unique soils, as determined by the United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS). In selecting which lands to include to satisfy the need, the city must use the agricultural land capability classification system or the cubic foot site class system, as appropriate for the acknowledged comprehensive plan designation, to select lower capability or cubic foot site class lands first.*

***(d) Fourth Priority is agricultural land that is predominantly high-value farmland: land within the study area that is designated as agricultural land in an acknowledged comprehensive plan and is predominantly high-value farmland as defined in ORS 195.300. A city may not select land that is predominantly made up of prime or unique farm soils, as defined by the USDA NRCS, unless there is an insufficient amount of other land to satisfy its land need. In selecting which lands to include to satisfy the need, the city must use the agricultural land capability classification system to select lower capability lands first.***

**Findings:** The highest priority for land inclusion in the UGB is land designated as urban reserve, nonresource, or exception area. Second priority are “marginal lands”. No land is designated urban reserve, nonresource land, or marginal land within the study area. There are no sites over 20 acres or adjacent to the UGB designated as exception areas within the refined study area. Therefore, first and second priority lands do not meet identified community parking siting requirements.

The third priority is forest or farmland that is not predominantly high value farmland. There is no designated forest land within the refined study area. And there are no 20-acre sites within the refined study area that are not predominantly high value farmland.

Therefore, fourth priority high-value farmland must be considered for inclusion within the UGB. In selecting which site satisfies the identified need, staff must use the agricultural land capability classification system to select lower capability sites first.

Refined Preliminary Study Area four site analysis:

- Site A: The site is adjacent to City Limits, public facilities, and has direct access to a collector street.
- Site B: The site is eliminated because it is not adjacent to City Limits and public facilities.
- Site C: The site is eliminated since it does not provide 20+ buildable acres because most of it is in the 100-year flood plain. It is also not adjacent to City Limits, public facilities, nor has direct access to a collector street or higher classification.
- Site D: The site is eliminated since it does not provide 20+ buildable acres because most of it is in the 100-year flood plain. It is also not adjacent to City Limits and public facilities.

**Site A is adjacent to the City Limits with direct access to sewer and water facilities, has direct access to a collector street, and therefore has the required community park site characteristics.** Since Site B, Site C, and Site D do not fulfill the required proposed Eastside Community Park requirements, staff must select Site A which has a mix of Class II, III, and IV soils.

Based on the findings above, only Site A (the site purchased in 2019 by the City for the Eastside Community Park) has the characteristics required for the Eastside Community Park. Inclusion of Site A

within the UGB is also consistent with the PMP, which specifically identifies the Eastside Community Park as the site proposed for UGB expansion.

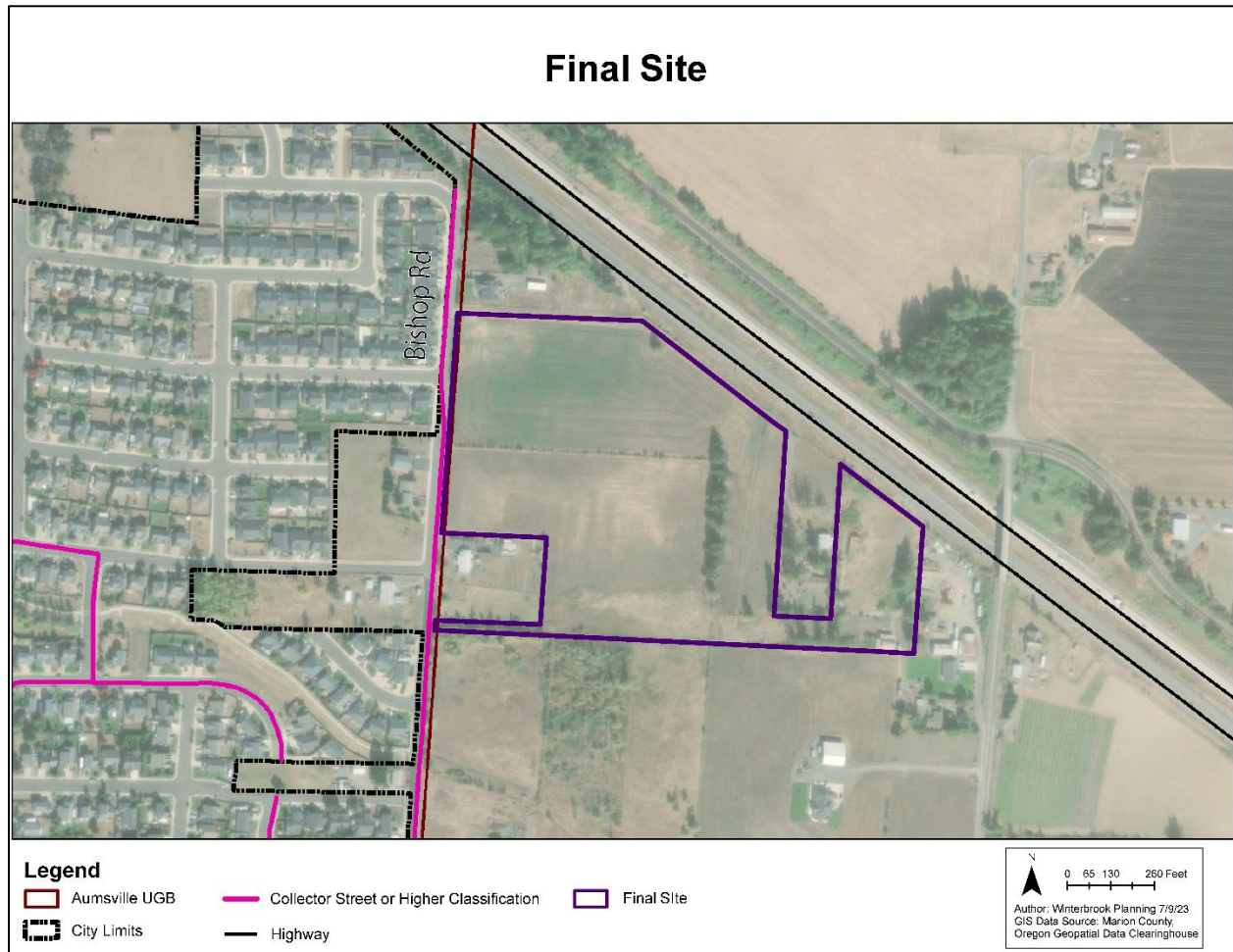


Figure 10: Land Outside of Aumsville UGB- Preferred Site

#### 4. Applicable Goal 14 Aumsville Comprehensive Plan Polices and Guidelines

##### ACP Chapter II: Urbanization and Land Use

*Policy 6. Urban Growth Boundary changes to expand or reduce will be based upon consideration of the following factors:*

- *Accommodation of additional population*
- *Housing, employment opportunities and livability*
- *Orderly and economical provision of public facilities and services*
- *Maximum efficiency of land uses within and on the fringe of the existing urban area*
- *The long term environmental, energy, economic, and social consequences of the locality, the region, and the state as the result of allowing urbanization and not preserving and maintaining the land for agricultural or forest uses, whichever is applicable.*
- *Compatibility of the proposed urban use with nearby agricultural activities*

**Findings:** The proposed UGB expansion is consistent with the above-listed UGB amendment criteria because:

- The 2017 PMP identifies a need for park land to serve projected population growth.
- The findings under Goals 11 and 12 demonstrate that the Eastside Community Park can be served by public facilities and transportation facilities in an orderly and economical manner. Exhibit D shows the City Engineer’s evaluation of alternative expansion areas outside the UGB and shows that land north of Highway 22 and south of Mill Creek cannot be efficiently provided with city sewer, transportation, water and stormwater facilities.
- Compliance with the UGB Rule ensures maximum efficiency of land uses within and on the fringe of the existing urban area.
- The long-term economic consequences of bringing the Eastside Community Park site into the UGB are positive due to the proposed community center that can host family gatherings, weddings, arts programs, concerts, and other special community events. Environmental impacts will be positive because the Eastside Community Park Master Plan calls for preservation of wetlands and forested areas. The community will benefit economically and socially from implementation of the Eastside Community Park master plan due to the amenities provided by the proposed park. Energy consequences will be positive as documented under the Goal 13 Energy Conservation findings.
- The proposed park site is bordered on the north by Highway 22 and on the west by urban residential development within the Aumsville UGB. In contrast, other sites of 20 acres or more within the refined study area would have significantly more agricultural lands conflicts because (a) in most cases, public facilities would need to be extended through agricultural land to reach a park on these sites, and (b) the park’s border with productive agricultural land would be much longer, increasing the potential for conflicts between active recreational activities and accepted farming practices.

## 5. Marion County Urban Growth Boundary and Policy Agreement

Section II of the Marion County UGB and Policy Agreement includes procedures for the joint review and adoption of Aumsville Comprehensive Plan and UGB Map amendments. Subsection 2 focuses on amendment related to urban growth boundaries. The City initiated the UGB amendment proposal and forwarded proposed exhibits and findings to the County on September 15, 2023, 20 days before the first evidentiary hearing before the Aumsville Planning Commission. The City also provided 35-day DLCD notice as required by statute. Following public hearings before the Planning Commission and City Council, the City will forward the proposed UGB and Plan Map amendment to Marion County, including comments from DLCD, Marion County, and interested parties. The City will continue to work cooperatively with Marion County on the co-adoption of the UGB and Plan Map amendments.

## 6. Applicable Marion County Comprehensive Plan Policies

MCCP Chapter II: Goals and Policies

### *Urban Growth Policies*

*2. The provision of urban services and facilities should be in an orderly economic basis according to a phased growth plan.*

3. *Development of the urban area should proceed from its center outward.*
4. *Development should occur in areas of existing services before extending new services.*

**FINDINGS:** The City identified site characteristics for the proposed Eastside Community Park including that the site should be adjacent to the City Limits to have direct access to sanitary sewer and water and a collector street (or higher street classification) to handle anticipated traffic.

The proposed site is adjacent to Aumsville City Limits, urban services, and facilities. The Aumsville TSP has planned street, bicycle, and pedestrian improvements that serve the proposed park site. See further discussion under Goal 11 and Goal 12. See Figure 3 for the direction of outward growth.

In conclusion, the proposed UGB amendment is consistent with county policies and required Eastside Community Park siting characteristics.

#### Goal 14 Conclusion

Based on the findings above, the proposal meets the Goal 14 UGB Rule, ACP and M CCP policies and UGB Policy Agreement requirements, and therefore will comply with Goal 14 and applicable local planning and coordinate standards and procedures.

#### Statewide Planning Goal 1 Citizen Involvement (ACP Chapter I)

Goal 1 requires that the public be included in all phases of the planning process. In this case, the Aumsville PMP (which serves as the basis for the proposed UGB and ACP map amendment) was based on an extensive community involvement process. Because this proposal is directly authorized by the PMP, Goal 1 is implemented through the public notification and hearing process.

#### Applicable Goal 1 Aumsville Comprehensive Plan Policies and Guidelines

##### Chapter VII - Other Goals and Implementation

*The policy of the city is to have citizens become increasingly involved in the continuing planning process, if only on an ad hoc basis, to periodically review and comment on land use matters and other social and economic development issues.*

*The value of a Comprehensive Plan as a statement of public policy for the growth and development of Aumsville is measured, in part, by the ability of the Comprehensive Plan to reflect changing needs and desires of the community.*

*Notice of all hearings shall be given by publication in the Aumsville Newsletter.*

#### Applicable ADO Criteria and Standards

*15.04 Public Hearing. Public hearings before the Commission shall be in accordance with the procedures in Section 12, Administrative Procedures.*

*12.03 Public Notice Requirements:*

*(B) Type II and Type III Actions*

- 1. Notice of any public hearings before the Commission or Council for a Type II or Type III land use action required by this ordinance shall be posted on the subject property at least 10 days prior to the public hearing.*
- 2. Written notice of the initial public hearing shall be mailed or delivered at least 20 days prior to the hearing date to the owners of property within 100 feet of the boundaries of the subject property. Where a multiple hearing application is scheduled, only a 10-day written notice shall be required.*
- 3. Notice of the hearing shall be printed in the Aumsville Newsletter, except for Annexations. Annexation notice of hearing shall be published in accordance with Oregon Revised Statutes. An affidavit of publication of the notice shall be made a part of the administrative record.*
- 4. Applicants for a Type II or III action shall be responsible for providing a certified list of property owners within the notice area, prepared by Marion County or a title company, within 100 feet of the subject property.*

### Aumsville PMP Community Involvement Process

**FINDINGS:** As documented in the Aumsville PMP,<sup>7</sup> the City Council appointed a Parks Master Plan Advisory Committee in December 2015 to update the 1996 PMP and collect public comments. From January to April 2016, the committee evaluated various items including the review and approval of park standards and identification of future park needs. The committee's work and public process resulted in the formal adoption of the 2017 PMP<sup>8</sup> on January 11, 2018.

The 2017 PMP recognized that the previous PMP recommended the City acquire land for a new park. The 2017 PMP recommended the City purchase 20 acres east of Bishop Rd. SE or south of Mill Creek Road for a community and neighborhood park, referred to as Eastside Community Park.

In August 2019, the City purchased a 22.57 acre site on the east side of Bishop Rd. SE. In Fall 2022, the City appointed a citizens advisory committee to recommend a design plan for the development of the Eastside Community Park. After periodic meetings with consultants, several open houses and community outreach events with the public between November 2022 and May 2023, the committee recommended a final design and minor technical amendments to the PMP to update demographic information. Therefore, the comprehensive plan amendment package will implement the PMP, which is based on an extensive public participation process.

### Public Involvement Process for Proposed ACP Plan Map Amendments

Citizens are encouraged to participate in the Planning Commission, a well-publicized public process, or in the land use public hearing process. The "Aumsville Newsletter" is the primary way citizens receive information about the planning process.

The City will follow its acknowledged public notice procedure consistent with Goal 1. The proposed comprehensive plan amendment package expands the Aumsville UGB to include a proposed community park which requires a zone change from a Marion County SA designation to City P designation. This proposal is a quasi-judicial, Type III Action.

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<sup>7</sup> June 2023 Update

<sup>8</sup> 2017-2035 planning horizon

The approval process includes public hearings before the Planning Commission and City Council. The Planning Commission makes a recommendation and then City Council decides on the proposal. Notice will include:

- Notice by posting in three locations within the affected area no less than 10 days prior to the date of the hearing
- A mailed post card or letter containing notice no less than 20 days prior to the date of the hearing to each property owner in the affected area and within 100 feet of the boundary of the affected area.
- Notice of the hearing will be given in the Aumsville Newsletter.

Based on the findings above, the proposed UGB and ACP map amendments comply with Goal 1 and related ACP and ADO provisions.

## Goal 2 Land Use Planning (ACP Chapter II)

Goal 2 requires a land use planning process and policy framework as a foundation for making land use decisions. Decisions must consider an adequate factual base, evaluation of alternative courses of action, and consistency with acknowledged land use documents.

Staff proposes a comprehensive plan amendment package to meet the identified need in the PMP for a community park on the east side of the City of Aumsville. The ACP Chapter VI – Recreation Element recognizes that the PMP will guide future park development in Aumsville.

Map 6-1 from the PMP shows the location of the proposed 22.57-acre Eastside Community Park, located adjacent to and east of the existing City Limits and UGB. As documented under the Statewide Planning Goal 11 and 12 findings, the park is served by Bishop Road, SE, a collector street, and can readily be provided with city sewer, water and transportation facilities.

This UGB and ACP map amendment proposal is consistent with Goal 2 because it is based directly on two adopted and acknowledged Aumsville Comprehensive Plan documents:

- The revised Chapter VI – Recreation Element
- The revised Aumsville Parks and Recreation Plan

Together, these plans provide the factual, analytical, and policy basis for the proposal. Therefore, Goal 2 is met.

## City of Aumsville Future Neighborhood & Community Parks

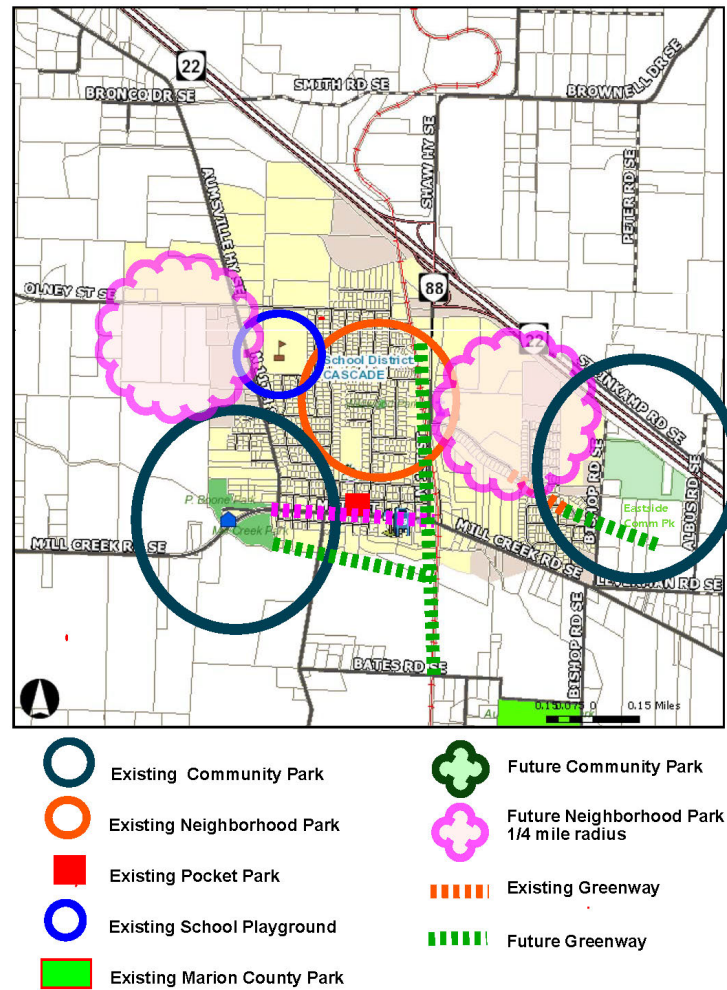


Figure 11: Map Showing Location of Proposed Eastside Community Park

### Statewide Planning Goal 8 Parks and Recreation (ACP Chapter VI)

Statewide Planning Goal 8 aims to satisfy the recreational needs of the citizens of the state and visitors. In Aumsville, Goal 8 is met through the ACP (especially Chapter VI – Recreation Element) and the PMP, which specifically identifies the need for and the location of the Eastside Community Park.

### Applicable Goal 8 Aumsville Comprehensive Plan Policies and Guidelines

#### ACP Chapter VI: Recreation

*Policy P-1: Parks Master Plan. The Aumsville Parks Master Plan is adopted as a technical amendment to the Aumsville Comprehensive Plan. The Aumsville Parks Master Plan will serve as*



a guide for parks and open space land acquisition, the development of new parks, trails and recreation facilities and for the improvement of existing parks within the City of Aumsville.

PMP Eastside Community Park (Narrative)

Eastside Community Park is Aumsville's newest park. The 22.57-acre site was acquired by the City in August 2019. The park is located between Bishop Rd. SE and Albus Rd. SE. The North Santiam Highway (Oregon Highway 22) abuts the north edge of the site.

Urban Growth Boundary (UGB) Expansion and Annexation of the Eastside Community Park site: This plan recommends the city initiate a UGB amendment and annexation procedure in 2023. The inclusion of the park in the city limits will give the City authority over the full development of the park site and will enable the City to extend public facilities (water, sewer, and other city-owned utilities) into the park. The Aumsville Planning Commission and City Council will have authority to approve development plans for the property under the Aumsville Development Code.



Figure 12: Eastside Community Park Master Plan (2023)

**FINDINGS:** The revised Chapter VI Parks and Recreation (2023) is consistent with Statewide Planning Goal 8 and provides the policy basis for the 2023 PMP.

The proposed UGB amendment includes the Eastside Community Park site identified in the PMP. Figure 14 shows the conceptual master plan for the Eastside Community Park, adopted as Appendix A to the PMP. The proposal is to include the Eastside Community Park site within the Aumsville UGB with a Public (P) plan designation. The next step in the park development process will be to annex and rezone the site consistent with its ACP map designation, so that the park can connect with the city's sewer, water, and storm drainage system.

In coordination with Marion County, the proposed ACP amendment package authorizes UGB expansion and redesignation of the Eastside Community Park site from Marion County Special Agriculture (SA) to Aumsville Public (P). The plan designation change to P anticipates future annexation and rezoning of the site to the Public (P) zone, which allows parks outright. (ADO Section 9)<sup>9</sup>

## Applicable Goal 8 Marion County Comprehensive Plan Policies

### *MCCP Chapter II: Goals and Policies*

#### *Parks and Recreation Policies- Local Community Parks*

20. *The County should maintain a role of:*

- a. *Encouraging local jurisdictions to provide local community parks;*
- b. *Assisting local jurisdictions in acquiring park land inside an adopted urban growth boundary;*
- c. *Providing technical expertise;*
- d. *Assisting in securing funds.*

**FINDINGS:** The City of Aumsville seeks to include the proposed Eastside Community Park in the Aumsville UGB to comply with this policy. Marion County provided technical expertise during discussions on obtaining park land in and out of the city. The City negotiated and acquired ownership of the proposed park in 2019. The proposal is consistent with this MCCP policy.

## Goal 8 Conclusion

The proposal enables future community and neighborhood park development to meet the needs of existing and future residents which complies with Statewide Planning Goal 8, ACP Chapter VI, and the PMP; the proposed UGB expansion can be implemented directly by Public (P) zoning.

## Goal 11 Public Facilities and Services (ACP Chapter III)

### Sanitary Sewer, Water, & Storm Drainage Systems Policy

*3) Encourage development of vacant land within the city prior to urbanization of rural land within the urban growth boundary so as to achieve maximum utilization of public investment.*

**FINDINGS:** Goal 11 encourages urban and rural development to be supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable, and rural areas to be served.

Goal 11 requires that urban public facilities serve land within UGBs and (in most cases) restricts extension of City sewer and water lines outside of UGBs. As documented in the Goal 14 Evaluation of Alternative Sites discussion, there is no land inside the UGB that meets site needs for the Eastside Community Park as described in the PMP.

To justify UGB expansion, the City must demonstrate that public facilities are available to serve planned development in a timely and efficient manner. The city engineer conducted an analysis to determine the

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availability of sewer, water, and storm drainage facilities to serve the Eastside Community Park, and improvements that will be required to comply with Goal 11. He concluded that public facilities are available, and that facility improvements will be necessary.

#### *Water*

Water service is available via an existing 10" public main in Bishop Road. Depending on the intensity of development, the 10" line may need to be looped through the site to provide adequate domestic and fire flows for the development.

#### *Sanitary Sewer*

Sanitary sewer service is unavailable to serve the site and would need a new pump station and force main will be required. Depending upon the intensity of the development, the existing sanitary sewer downstream of the force main connection might require upgrades to pass the additional waste water flows.

#### *Streets*

Bishop Road is improved with a ¾ street improvement along the entire frontage. Upon site development, the remaining ¼ street will need to be improved along the entire frontage including the curb, gutter and sidewalk. Depending on the intensity of development, internal streets may be required to mitigate traffic impacts.

#### Goal 11 Conclusion

The City's analysis of public facilities and services for the proposed park site demonstrates that key public facilities can be provided efficiently to the Eastside Community Park site, in compliance with Goal 11 and applicable ACP and ADO policies and criteria.

#### Statewide Planning Goal 12 Transportation (Aumsville Transportation System Plan)

Statewide Planning Goal 12 requires that cities provide a safe and efficient transportation system. Goal 12 is implemented by the Transportation Planning Rule (OAR Chapter 660, Division 012)

#### Applicable Goal 12 Aumsville Comprehensive Plan Policies and Guidelines

Chapter IV of ACP Transportation System Plan includes the entire Aumsville TSP (2010) which has been acknowledged as complying with Goal 12. The TSP (pp. 1-3) has the following policies:

#### *ACP Chapter IV - Aumsville Transportation System Plan*

- 1. Aumsville shall develop a coordinated transportation system that facilitates the mobility and accessibility of community residents in a safe and efficient manner, and encourages alternatives to and reduced reliance upon the single-occupant automobile.*
- 2. Aumsville shall promote the development and maintenance of all transportation modes including bikeways, pedestrian ways, and public transportation to all planned land uses, while minimizing adverse environmental impacts.*
- 7. Aumsville shall promote and give high priority to bike and pedestrian ways in the downtown area, and in the vicinity of Aumsville Elementary School and parks, including development of a Safe Routes to School Action Plan as funding is available and the identification of locations where bicycle parking may be needed.*

*8. New construction shall provide bicycle and pedestrian facilities that provide safe and convenient access within, to, and from new subdivisions, planned developments, shopping centers and industrial parks to nearby residential areas, transit stops, and neighborhood activity centers, such as schools, parks and shopping*

The TSP considered two growth scenarios, the second of which evaluated trips that would likely be generated by development in the UGB expansion area. The 2010 TSP (pp. 3-8 through 3-9, Figure 4, and pp. 4-22 through 4-25) specifically addressed the area proposed for the Eastside Community Park and determined probable trip generation assuming future park use.

*Within the areas proposed for UGB expansion it is assumed that there would be approximately 28.5 acres of new single family residential development, 15.4 acres of multifamily residential development, 8 acres of commercial use (including downtown), 12.7 acres of industrial use and **26.6 acres of public use, primarily a new park to be located east of Bishop Road and immediately south of OR 22.***

The PMP, Appendix A, identifies specific transportation improvements that will be required to adequately serve the Eastside Community Park:

*Street Improvements and Pedestrian Connectivity Issues:*

- *Street frontage improvements on Bishop Rd. SE are expected to be required by the Planning Commission as a condition of development approval when Phase 1 of the Eastside Community Park is built by the City. The improvements will include curbs, gutters, storm sewers, sidewalks, pavement widening and trees within the park site. As the City seeks grant funding for the Phase 1 and 2 improvements within the park, the city will need to identify funding to complete these street improvements.*
- *New sidewalks will be needed on both sides of Bishop Rd. SE extending from the Highberger Greenway north to the Eastside Community Park site. Safe pedestrian crossings on Bishop Rd. SE will be needed concurrently with Phase 1 of the project. Within the park, pedestrian walks can meander to play areas, the community center and other park facilities.*
- *South Access Road and Gravel Parking Area for the Multi-purpose Fields. The plan shows an 80-space parking area on the south edge of the multi-purpose fields. This parking area can be used when games and special events are held on the fields. Portable restrooms may be installed for use during events.*

**FINDINGS:** The Aumsville TSP (2010) evaluates needs in the multi-modal system over the next 20 years, in this case, through 2030. The plan addresses two growth scenarios. The second addresses UGB expansion and future trip generation. The TSP anticipates that 26.6 acres will be needed in TAZ A for public use, primarily for a new park located east of Bishop Road, SE and south of Highway 22.

Table S-1 and S-2 Recommended Street Improvements recommend a new multi-use path along Bishop Road to connect Mill Creek Road with the proposed park site. The 2023 PMP also addresses street improvements and pedestrian connectivity issues, quoted above in Applicable Comprehensive Plan Policies and Guidelines. It anticipates street frontage improvements on Bishop Rd. SE and a south access road with a gravel parking area to accommodate game and special events attendance.

Upon park development, a transportation impact analysis (TIA) may be required as per ADO 22.11.

## Goal 12 Conclusion

The City of Aumsville's TSP evaluates transportation needs that includes the scenario of a UGB expansion for the proposed Eastside Community Park and plans for targeted improvements to serve residents and the park. The proposal complies with Goal 12 and related ACP and ADO criteria and standards.

## Statewide Planning Goal 13 Energy Conservation

Goal 13 requires the management of land and uses developed to maximize energy conservation.

### Applicable Goal 13 Aumsville Comprehensive Plan Policies

#### Chapter VII: Other Goals and Implementation

##### *Energy Conservation*

*Policy 6) The City shall encourage its residents and businesses to take action to conserve energy and use renewable energy resources. The City's efforts shall be coordinated with those of utilities, State and Federal agencies and other organizations.*

#### PMP Section 4.2 Park Development Standards by Park Type

##### *Community Parks*

*Location: Serves residents within a two-mile radius and is located within a five-minute to ten-minute drive of any residence in the City. With Porter-Boone Park on the west edge of the City, a second east side community park is proposed. Users may reach the park on foot, bicycle or by motor vehicle.*

**FINDINGS:** The proposed UGB and ACP map amendments call for the inclusion of the Eastside Community Park site within the Aumsville UGB. The proposed park meets the need for a community park on the east side of Aumsville. The Eastside Community Park will be accessible by foot, bicycle, and motor vehicle from nearby residential areas. The City has planned improvements for streets, bicycle paths, and sidewalks that connect to SE Bishop Rd. By providing for alternative transportation modes, vehicle miles traveled (VMT) and related energy consumption will be reduced.

Therefore, the proposed comprehensive plan amendment package complies with Goal 13.

## III. AUMSVILLE COMPREHENSIVE PLAN MAP AMENDMENT CRITERIA

The following local criteria also apply to UGB and Plan Map amendments:

### Applicable ADO Criteria and Standards

#### *Amendments*

##### *Section ADO Section 15.05*

- (A) The requested change is in conformance with the City's adopted Comprehensive Plan.*
- (B) That there was a mistake or an update needed in the original ordinance or map.*
- (C) That the conditions in the area have changed since adoption of the ordinance and/or zoning map.*
- (D) The amendments will not interfere with the development or value of other land in the vicinity.*
- (E) The amendment will not be detrimental to the general interest of the city and that there is a public need for the amendment.*
- (F) That there is no other appropriately zoned property that could be used.*

- (G) That the amendment will not over-burden existing and future capacity of public facilities.*
- (H) That the amendment complies with applicable state and federal laws and regulations.*
- (I) That the amendment complies with the Urban Growth Boundary and Policy Agreement existing between the City and Marion County.*

*(A) That the change is in conformance with the Aumsville Comprehensive Plan.*

#### Applicable ACP Policies

#### PMP Section 7.1 Aumsville Comprehensive Plan- Parks Goals & Policies

*Policy P-1: Parks Master Plan. The Aumsville Parks Master Plan is adopted as a technical amendment to the Aumsville Comprehensive Plan. The Aumsville Parks Master Plan will serve as a guide for parks and open space land acquisition, the development of new parks, trails and recreation facilities and for the improvement of existing parks within the City of Aumsville*

**FINDINGS:** The ACP map amendments implement the revised ACP Chapter VI – Recreation and the PMP which calls for inclusion of the Eastside Community Park site into the Aumsville UGB with a City Public plan designation. Therefore, the proposal meets ADO 15.05(A).

*(B) That there was a mistake or an update needed in the original ordinance or map.*

**FINDINGS:** The proposed ACP map amendments are needed to implement the updated 2023 PMP, which calls for bringing the Eastside Community Park site into the UGB.

*(C) That the conditions in the area have changed since adoption of the ordinance and/or zoning map.*

**FINDINGS:** As discussed in Goal 14 and Goal 8 findings, the City identified a public need for a community and neighborhood park for the eastern area of Aumsville in the 1996 Parks Master Plan. Since 1996, residential development has increased in the eastern portion of Aumsville, and the Eastside Community Park is needed now more than ever. The PMP reflects projected population growth and the need for this community park in the specified location identified in Appendix A of the PMP. The proposed ACP map amendments carry out ACP and PMP policy to facilitate community park development that anticipated and supports planned residential growth.

*(D) The amendments will not interfere with the development or value of other land in the vicinity.*

**FINDINGS:** The ACP map amendments facilitates Eastside Community Park improvements and amenities that will support residential development and will likely increase property values in the vicinity. Therefore, this amendment will not interfere with the development or value of other land in the vicinity.

*(E) The amendment will not be detrimental to the general interest of the city and that there is a public need for the amendment.*

The general interests of the City and the public need for the proposed ACP map amendments is based on the ACP, especially the revised Chapter VI – Recreational Element and the PMP.

The proposed package of amendment enables future development of the Eastside Community Park. This park need was identified in the 1996 and 2017 Aumsville Parks Master Plan and the PMP, which is part of the ACP. The PMP recognizes that Porter-Boone Park serves the west edge of the City and proposed a

second community park on the east side. The updated Parks Master Plan explains acquisition, site description, design, and next steps for park development which is expanding the UGB for the inclusion of the proposed park use, a zone change, and annexation.

The City of Aumsville Visioning Plan identified goals for 2016-2020, 2021-2025, and 2026-2035. The City's goal was to acquire Eastside Community Park (20 acres) land to meet project population growth park needs in the 2021-2025 range. The City of Aumsville was able to negotiate and purchase the proposed Eastside Community Park site in 2019. See discussion in Goal 8 Parks and Recreation for further findings that demonstrate public need.

*(F) That there is no other appropriately zoned property that could be used.*

**FINDINGS:** As documented in the Goal 14 Evaluation of Alternative Sites discussion, there is no land that meets the site needs for the Eastside Community Park as described in the PMP, and there is no other appropriately zoned property that could be used for the park. The proposed ACP map amendments will provide a suitable site within the UGB for the Eastside Community Park.

*(G) That the amendment will not over-burden existing and future capacity of public facilities.*

**FINDINGS:** The City Engineer evaluated existing public facilities and recommended potential improvements to adequately serve the future Eastside Community Park. See Goal 11 Public Facilities for a more detailed discussion. The TSP outlines street, bicycle and pedestrian improvements to provide multi-modal access to the proposed park. See detailed discussion in Goal 11 Public Facilities and 12 Transportation.

*(H) That the amendment complies with applicable state and federal laws and regulations.*

**FINDINGS:** The proposed package of amendments is based on SCORP standards and complies with applicable Statewide Planning Goals and thereby meet state land use laws and regulations. Additionally, the City-identified need in the PMP is based on state SCORP guidelines that recommend Oregon cities to plan for 6.25-12.5 acres of park land per 1,000 population.

*(I) That the amendment complies with the Urban Growth Boundary and Policy Agreement existing between the City and Marion County.*

**FINDINGS:** Based on findings under Goal 1, Goal 2 and Goal 14, the proposal is consistent with the UGB Policy Agreement between the City and Marion County.

## IV. CONCLUSION AND RECOMMENDATION

Based on the findings contained in this report, Staff concludes that the proposed amendment package complies with the applicable decision criteria. Therefore, Staff recommends that the Planning Commission recommend that the City Council approve and adopt the following ACP amendment package:

- Expand the Aumsville UGB to accommodate the proposed Eastside Community Park; and
- Change the ACP Map from a Marion County SA designation to a City P designation.

## V. PLANNING COMMISSION OPTIONS

The Planning Commission has the following options regarding the proposed amendments to the Aumsville Development Code:

- A. Make a motion to recommend City Council approval of the UGB and ACP map amendments, and adopt the findings contained in the staff report, as recommended by staff; or
- B. Make a motion to recommend City Council approval of the UGB and ACP map amendments, adopting modified findings and/or conclusions as determined by the Planning Commission;
- C. Make a motion to continue the public hearing to a time certain and indicate the additional information needed to allow for a future decision; or
- D. Make a motion to recommend City Council denial of the proposed UGB and ACP map amendments. [Note: The Commissioner making the motion needs to state the reasons for denial.]

**Recommended Motion:** I move that the Planning Commission recommend City Council approval and adoption of the proposed amendments: including the Eastside Community Park within the Aumsville UGB and designating it Public to implement the Parks Master Plan, based on the findings contained in the Staff Report.