



City of Sweet Home

Community and Economic Development Department- Planning Program
3225 Main Street, Sweet Home, OR 97386 541-367-8113

Staff Report Presented to the Planning Commission

REQUEST: The applicant is requesting to subdivide an approximately 8.76-acre property into forty-six lots ranging from 5,006 to 13,644 square feet. The proposed subdivision’s average lot size is 6,221 square feet. The applicant will complete the subdivision in two phases of development. Approximately 1.71 acres shall be dedicated as public right-of-way for new local streets to serve the proposed subdivision. An additional 0.41 acres will be reserved as Tracts for stormwater detention facilities.

The proposed subdivision is in the Residential High Density (R-2) Zone per Zone Map Amendment Application ZMA 20-01 approved by City Council Ordinance Bill No. 9 for 2020, Ordinance No. 1288, dated June 23, 2020.

APPLICANT AND

PROPERTY OWNER: Eric Lund c/o Mountain River Homes, LLC

FILE NUMBER: SD20-02

PROPERTY LOCATION: 4472 Highway 20, Sweet Home, OR 97386; Identified on the Linn County Assessor’s Map as 13S01E28D Tax Lot 00200.

REVIEW AND

DECISION CRITERIA: Sweet Home Municipal Code Section(s) 16.16, 16.12, and 17.28.040 through 17.28.060.

HEARING DATE & TIME: December 7, 2020 at 6:30 PM

HEARING LOCATION: City Hall Council Chambers, 3225 Main Street, Sweet Home, Oregon 97386

STAFF CONTACT: Angela Clegg, Associate Planner
Phone: (541) 367-8113

REPORT DATE: November 30, 2020

I. PROJECT AND PROPERTY DESCRIPTION

The applicant is requesting to subdivide an approximately 8.76-acre property into forty-six lots ranging from 5,006 to 13,644 square feet. The proposed subdivision’s average lot size is 6,221 square feet. The applicant will complete the subdivision in two phases of development. Approximately 1.71 acres shall be dedicated as public right-of-way for new local streets to serve the proposed subdivision. An additional 0.41 acres will be reserved as Tracts for stormwater detention facilities. The proposed subdivision is in the Residential High Density (R-2) Zone per Zone Map Amendment Application ZMA 20-01 approved by City Council Ordinance Bill No. 9 for 2020, Ordinance No. 1288, dated June 23, 2020.

The applicant provided a project description:

Mountain River Subdivision will create 46 lots for detached, single-family dwellings on 8.76 acres located on Linn County Assessor’s Map No. 13s01e28D, Tax Lot 200 (Exhibit A). Lots created by the proposed subdivision will provide a variety of sizes. The smallest proposed lot is 5,006 square feet, while the largest lot is 13,644 square feet. The proposed subdivision’s average lot size is 6,221 square feet. The applicant will complete the subdivision in two phases of development.

The subject property was recently rezoned from Commercial Highway (C-2) to Residential High Density (R-2) per Ordinance No. 1288. Approximately 1.71 acres would be dedicated as public right-of-way for construction of new local streets to serve the proposed subdivision. An additional 0.41 acres will be reserved as Tracts for the construction of stormwater detention facilities. The net land area of 6.63 acres will be subdivided into 46 lots.

The proposed subdivision conforms to all applicable sections of the Sweet Home Municipal Code (SHMC) and when necessary City of Sweet Home’s Comprehensive Plan. This application narrative provides findings of fact that demonstrate conformance with all applicable sections of the SHMC. Applicable criteria of the Sweet Home Municipal Code will appear in italics followed by the applicants’ responses in regular font.

The subject property is accessed via 45th Avenue and 44th Avenue near its intersection with Osage Street. 45th Avenue is a paved road, has one lane in each direction, and is constructed to urban local road standards. 44th Avenue and Osage Street are unimproved, gravel roads with one lane in each direction. City of Sweet Home is the road authority for all three roads.

Presently, the site is moderately forested with grassy open areas along the southern property boundary. A drainage way flows along Highway 20 and 45th Avenue; it continues into a ravine that bisects the property.

Adjoining zones and land uses (

North: One undeveloped parcel zoned Recreational Commercial by the City of Sweet Home.

South: Apartments and Commercial uses zoned Highway Commercial by the City of Sweet Home.

East: Commercial uses and Manufactured home park zoned Highway Commercial by the City of Sweet Home.

West: Single-family dwellings zoned Residential Low-Density by the City of Sweet Home.

ZONING AND COMPREHENSIVE PLAN DESIGNATIONS:

Property	Zoning Designation	Comprehensive Plan Designation
Subject Property	Residential High-Density (R-2)	High Density Residential
Property North	Recreation Commercial (RC)	Planned Recreation Commercial
Property East	Recreation Commercial (RC) Commercial Highway (C-2)	Planned Recreation Commercial General Industry
Property South	Commercial Highway (C-2)	Highway Commercial
Property West	Residential Low-Density (R-1) Commercial Highway (C-2)	High Density Residential Highway Commercial

Floodplain Based on a review of the FEMA FIRM Maps; Panel 41043C0916G, 41043C0918G, 41043C0912G, and 41043C914G dated September 29, 2010, the subject property is located outside the 100 year floodplain and in an area of minimal flood hazard.

Wetlands: The subject property does not contain wetlands that are inventoried on the Sweet Home Local Wetlands Inventory and the National Wetlands Inventory (NWI) Map.

Department of State Lands determined that a jurisdictional waterway appears to exist on the lot (see DSL comments in Section II).

Access: The subject property has frontage along Highway 20, 44th Avenue, and 45th avenue. The main entrance to the subdivision will be on 45th Avenue.

Services: City water and sewer are available at Highway 20 and 44th avenue. City water services are available at 45th.

TIMELINES AND HEARING NOTICE:

Application Received:	October 30, 2020
Application Deemed Complete:	November 9, 2020
Notice Distribution to Neighboring Property Owners Within 100 feet and Service Agencies:	November 10, 2020
Notice Published in New Era Newspaper:	November 18, 2020
Date of Planning Commission Hearing:	December 7, 2020
120-Day Processing Deadlines:	March 9, 2021

Notice has been provided as required by the SHMC.

II. COMMENTS

Engineering Division:

Project & Location: This project will provide an extension of the existing portion of 45th Avenue north of Main Street. A loop street and a cul-de-sac portion is proposed to create parcels on both sides of a major creek channel. A segment of fire lane easement will loop westward to link with 44th Avenue at the Osage Street intersection. There is a billboard on Lot #24 that may or may not be in an easement, it may be removed as a residence is built there at a future time. The existing culvert and road fill for the original Osage Street roadway will be removed.

Streets & Stormwater: There is a 1-foot wide reserve strip across the end of 45th Avenue owned by Seal Rock Holdings LLC that will need to be dedicated to the public right-of-way of the City of Sweet Home. The existing 45th Avenue has a 50ft wide right-of-way, with the submitted plan showing a reduction in curb width to the 21ft width of the rest of the project.

The north-south street is shown as 45th Avenue, the east-west streets as Lund Street. The City street naming convention requires names based on tree names; the cul-de-sac would be a "Court". The Subdivision standards also provide for a "theme" for site specific roadway names as an alternative.

The submitted plan shows a potential extension of the streets northward to the neighboring property, however the land north of the roadway drops approximately 50ft in 150ft (being generous), resulting in a slope about 33-35%. The City street grade maximum is 12% which would require a length of 400+ft for a road grade to the lower level. It would be better to consider looping the street without extending to the property line.

Lot #10 has an easement along the northern edge for a 22ft wide fire lane. In this location the City would recommend connecting Osage St on the alignment of

the old road of Osage Street. The Transportation System Plan Table 4.3 has maximum parameters for local street and curb-to-curb widths so that smaller sizes can be accommodated. There is also a request from the neighboring property owner for consideration of an option of access along this street area for lot development on the upper elevation portion of the property immediately north.

Most of the streets in the development will be 40 feet wide right-of-way with 21 feet of curb-to-curb width. Public parking on both sides of the street will be too narrow for vehicle passage. One side of the street will need be designated a Fire Lane curb with no parking signage. This applies to the cul-de-sac street segment also. Which side will be restricted is up to the owners coordinating with the Fire District.

Stormwater is shown to be piped from catch basins to outlets connecting to the large channel that divides the property roughly along the 45th Ave alignment. Since no above ground detention is indicated, the pipe segments prior to outlets will need to have oversized piping and be flow controlled for stormwater detention. The drainage of the subdivision impervious surfaces needs to be retained separately from the main flow channel, primarily because the channel conveys a large drainage basin. Because of the depth of the drainage channel behind Lots #35 to #40, it could be a piped system to reduce those lots backyard slope. This drainage channel is designated SSR-1D for the South Santiam River basin tributary section 1D in the Sweet Home Local Wetland Inventory, no wetlands are on the Inventory, however local wetlands may be present on the lower reaches of the channel outlet.

Water & Sanitary:

Water is available at the end of 45th Avenue, and at the corner of 44th Avenue and Osage Street. The proposed plan shows a connection through the development with the western portion being in a fire lane easement. This connection will connect to only the 8-inch watermain in 44th Avenue. Sanitary sewer has connections along the southern boundary by the adjacent apartments.

Comments & Recommendations:

CEDD-IS recommends the connection to 44th Avenue be a public street. Coordination with adjacent owners is an option for the developers. The subdivision 21 feet curb-to-curb width will need at least one side designated as a fire lane.

Public Works

Drainage: The existing drainage channel that crosses the property from Main Street northwards should be made public. See SHMC 16.12.035(C). The 30-foot easement width is adequate. For public safety, the developer should pipe the drainage, especially in the back yards of lots 35-42, to protect the public from falling into a 6-foot-deep drainage channel (depth indicated on the left side of sheet 2.0). Public Works considered fencing vs piping and we recommend requiring a piped drainage due to the following major benefits:

- Piping improves long-term public safety because it removes the need to maintain a fence indefinitely.
- The easement width could be reduced to 25 feet. This benefits the developer.

- Piped systems require less maintenance than open drainage systems. This benefits the City.
- If piped, the developer could also use it as an equipment access to the ravine for maintaining the private water quality facility.

The plans do not indicate a detention facility. Stormwater detention is required. The existing drainage channel shall not be used for detention storage, but it may be used as a discharge point for the detention outlet. Public Works prefers detention pipes in the roadways (which are easy to access & maintain) instead of privately owned detention ponds (which commonly suffer from lack of maintenance). The exact details of the detention system will be reviewed during construction permitting.

There are 10-foot drainage easements indicated across Lots 42-43 and lots 33-34. A minimum 20-foot easement width is required with 5 feet on one side and 15 feet on the other side of the pipe. See SHMC 16.12.035(A)(2).

Streets: The street name “Lund Street” would require a variance to deviate from the naming standard established in SHMC 12.20.030(C), *“With the south city limits as a base line, all streets running generally east and west shall be called “streets” and shall be assigned names of locally familiar trees and shrubs and shall be alphabetically arranged from south to north, e.g. “Alder Street”, “Birch Street”, etc.”*

Plans indicate 21 feet curb to curb width. This is extremely narrow and does not meet current street standards. A minimum curb to curb width of 28 feet and a right-of-way width of 47 feet is required to meet the standards of Transportation System Plan Table 4.3. Table 4.3 also sets 30 feet and 50 feet as the standard curb to curb and right-of-way widths, respectively. The existing stub out of 45th Avenue and all other modern subdivisions with public streets meet these standards. Public Works finds no topographic constraints to justify a variance from these standards, and therefore at least 28 feet curb to curb width and 46 feet right-of-way width is required. If for some reason the Commission finds that it is impossible for the development to meet these standards, then Public Works would prefer to waive the 3-foot planter strips in favor of preserving the curb to curb width.

Parking restriction on one or both sides will likely be required through the double-S curve on Lund Street.

The intersection of Lund Street and 45th Avenue indicates a stub out for future street extension going northwards. Public Works finds is that it is better for road connectivity to extend the road west to make a connection with Osage Street at 44th Avenue. Sweet Home has poor east-west connectivity, particularly on the north side of Main Street, and connecting to Osage Street would provide a more cohesive local neighborhood network. This was also the original alignment of Osage Street prior to its vacation as indicated on County Survey 3643, and the old roadbed is still there. In this scenario the 22-foot access way would become public right-of-way with half street development. The other half street to be developed by the adjacent property owner upon development of their property. The applicant should make all reasonable attempts to work collaboratively with Santiam River Development Co LLC to make sure that the street alignment is equally desirable to both developments. The City will facilitate such discussions upon request. Public Works recommends requiring the

westward Osage Street connection with half street improvements unless Santiam River Development Co LLC provides testimony that a different configuration would better serve both developers.

The plans indicate lot 10 fronting 44th Avenue with half street improvements. However, approximately the first 250 feet of 44th Avenue from Main Street is a gravel road, and the remaining approximately 300' is totally unimproved and consists of soil and grass. Public Works mows it to maintain access to our water mains. Because it is passable, it is reasonable to anticipate that the resident of Lot 10 will use 44th Avenue for access since it is their shortest distance to Main Street. Therefore, Public Works recommends the Commission require the applicant to construct at least a gravel lane down 44th Avenue. This gravel access should be constructed as a roadbed to provide for future street development and should also meet fire access standards.

Water Utility: Water availability to this development is very good. The exact water locations will be reviewed during construction permitting.

Sewer Utility: Sewer mains should be in the public street to the maximum extent practical. The sewer main indicated in an easement on lots 6-9 should be relocated to Lund Street. The sewer network as indicated is also double connected. The project engineer shall work with Public Works to redevelop this utility plan for construction permitting.

Building Division:

The Building Program has no issues with this request for a subdivision.

Oregon Department Of State Lands:

Based on review of documentation submitted, and after review of available information for the subject tax lot, a jurisdictional waterway appears to exist on the lot. Impacts (removal, fill or other ground alterations) to this waterway (unnamed perennial stream), equal to or greater than 50 cubic yards, would require a permit from DSL. There may also be jurisdictional wetlands on the lot. However, the presence and boundaries of wetlands cannot be determined from an offsite assessment. If future total impacts are expected to reach or exceed 50 cubic yards, it is recommended that you have the tax lot assessed for jurisdictional wetlands by a qualified wetland professional prior to earth disturbance activities. A wetland delineation report should then be submitted to DSL for review and approval prior to ground alterations. This response is advisory in nature and does not replace a delineation completed by a qualified wetland professional. Please contact Grey Wolf at grey.wolf@state.or.us with any questions regarding this Offsite Wetland Determination response.

Oregon Department of Transportation:

Forty-six (46) lots are proposed as part of this subdivision. All lots will have access to the existing 45th Avenue by either an extension of 45th Avenue or the proposed Lund Street.

- To the east of 45th Avenue, along the highway frontage of this subject property (proposed Lot 24) there is an existing driveway curb cut in the sidewalk. It is recommended that this driveway curb cut be removed and replaced with curb and sidewalk.

- Both the northeast and northwest corners of the US20 / 45th Avenue intersection do not have curb ramps that meet current standards. The property of this proposed subdivision abuts the northeast corner. If this development is conditioned to replace the curb ramps at either of the corners of this intersection, a design will need to be submitted and approved prior to a permit for construction being issued.
- Any work required by the City, or proposed by the applicant, within highway right of way will require the applicant to contact ODOT's District 4 Maintenance Office (541 757 4211) to obtain a permit.

Sweet Home Fire District:

No comments as of the issue of this Staff Report.

III. REVIEW AND DECISION CRITERIA

The review and decision criteria for a subdivision are listed below in bold. Staff findings and analysis are provided under each review and decision criterion.

A. Approval of tentative plans will be granted if the city finds that the proposal substantially conforms to the applicable provisions of Sweet Home Municipal Code Titles 16 and 17 and the comprehensive plan. The following criteria apply:

- 1. The information required by this chapter has been provided. [SHMC 16.16.040(A)]**

Applicant Comments: The application narrative and accompanying tentative plan set include the information required by Chapter 16.16, Tentative Plan. Therefore, the proposed subdivision satisfies this criterion.

Staff Findings: SHMC 16.16.025 provides a specific list of requirements for the application, and the applicant provided this information

The application complies with this criterion.

- 2. The design and development standards of Sweet Home Municipal Code, Titles 16 and 17 and the comprehensive plan, have been met where applicable. [SHMC 16.16.040(B)]**

- A. Size and shape. Lot and parcel size, width, shape and orientation shall be appropriate for the zone and location of the subdivision, as well as for the type of use contemplated. [SHMC 16.12.030(A)]**
- B. No lot or parcel shall be dimensioned to contain a part of an existing or proposed street. [SHMC 16.12.030(B)]**
- C. Residential lots and parcels shall be consistent with the residential lot size and width standards of Sweet Home Municipal Code Title 17. [SHMC 16.12.030(C)]**

YARD SETBACKS AND LOT SIZE AND WIDTH.

Except as provided in Chapter 17.80 and 17.08.030 through 17.08.130, in a R-2 zone, yard setbacks shall be as follows:

- 1. The front yard shall be a minimum of 20 feet. [SHMC 17.28.050(A)]**
- 2. Each side yard setback shall be a minimum of five feet; [SHMC 17.28.050(B)]**
- 3. The street yard setback shall be a minimum of 15 feet; [SHMC 17.28.050(C)]**

4. **The rear yard setback shall be a minimum of ten feet;** [SHMC 17.28.050(D)]
5. **Single-family attached dwellings:** [SHMC 17.28.050(E)]
 - a. **Front shall be a minimum of 20 feet;** [SHMC 17.28.050(E)(1)]
 - b. **The sides between units shall be zero feet;** [SHMC 17.28.050(E)(2)]
 - c. **The sides on exterior boundaries shall be five feet;** [SHMC 17.28.050(E)(3)]
 - d. **Street side shall be a minimum of 15 feet; and** [SHMC 17.28.050(E)(4)]
 - e. **Rear shall be a minimum of ten feet.** [SHMC 17.28.050(E)(5)]
6. **On a flag lot or similarly configured lot, the inset front yard setback shall be a minimum of ten feet.** [SHMC 17.28.050(F)]

Except as provided in, Sweet Home Municipal Code 17.08.050, the minimum lot size and width in a R-2 zone shall be as follows:

1. **The minimum lot area for a multi-family dwelling shall be 2,500 square feet per dwelling unit;** [SHMC 17.28.040(A)]
2. **The minimum lot area for a two-family dwelling shall be 6,000 square feet;** [SHMC 17.28.040(B)]
3. **The minimum lot area for a single-family dwelling and all other uses permitted in a R-2 zone shall be 5,000 square feet;** [SHMC 17.28.040(C)]
4. **Single family attached dwellings shall have a minimum lot area of 2,500 square feet per dwelling unit;** [SHMC 17.28.040(D)]
5. **The minimum lot width at the front building line shall be as follows:** [SHMC 17.28.040(E)]
 - a. **Seventy feet for a corner lot;** [SHMC 17.28.040(E)(1)]
 - b. **Sixty feet for an interior lot; and** [SHMC 17.28.040(E)(2)]
 - c. **Twenty five feet for a single-family attached dwelling lot.** [SHMC 17.28.040(E)(3)]

- D. **Lot depth shall not exceed two and one-half times the average width.** [SHMC 16.12.030(D)]

Applicant Comments: The proposed subdivision's ability to comply with the applicable standards set forth in Sweet Home Municipal Code Titles 16 and 17 is discussed under Sections IV and V of this application narrative, respectively. Furthermore, a demonstration of the subdivision's ability to support Comprehensive Plan policies is provided in Section VI of this application narrative. Findings and conclusions from the above-cited sections are incorporated herein by reference. Therefore, the proposed subdivision satisfies this criterion.

The proposed subdivision will create residential lots. As required by SHMC 16.12.030(C), those lots will comply with residential lot size and width standards in Sweet Home Municipal Code Title 17. Because the property is zoned R-2, the subdivision specifically has to comply with standards provided in SHMC 17.28.040. Compliance with these standards is demonstrated in Section V of this application narrative.

The proposed subdivision will create lots intended for future development of detached, single-family dwellings. In the R-2 zone the minimum lot area for a single-family dwelling is 5,000 square feet. The smallest proposed lot is 5,033 square feet. Consequently, all the proposed lots are larger than the minimum lot size.

SHMC 17.28.040(E) provides two minimum lot width standards: seventy feet for a corner lot and sixty feet for an interior lot. The proposed interior lot width ranges between 60 feet to 110 feet. While the proposed corner lot width ranges between 70 feet to 106 feet. Therefore, the proposed subdivision complies with these standards.

Staff Findings: Based on a review of the applicant's site plans (Attachment B), and the applicant's Residential Subdivision Application & Findings of Fact (attachment C), lot depth would not exceed two and one-half times the average width. There is a portion of each lot where the front building line would be at least 60 feet in width for an interior lot and 70 feet in width for a corner lot. No lot would be dimensioned to contain part of an existing or proposed street.

Based on the above findings, the application complies with these criteria.

- E. Frontage. Each lot or parcel, except those abutting private streets, shall abut upon a publicly owned street, other than an alley, for a width of at least 25 feet. [SHMC 16.12.030(E)]**

Staff Findings: Based on a review of the applicant's site plans (Attachment B), the proposed Lots would have at least 25 feet of frontage along 45th Avenue and Lund Street.

Based on staff's findings above, the application complies with this criterion.

- F. Access easements. Where no other practical access to lots or parcels exists, the Planning Commission may allow an access easements for actual access to lots or parcels. [SHMC 16.12.030(F)]**

- 1. Joint use driveways. [SHMC 17.08.100(C)(6)]**
 - a. Joint use driveways are permitted.**
 - b. A joint use driveway shall comply with International Fire Codes**
 - c. A joint use driveway that serves four or more lots or parcels shall be developed to the standards of a local street.**
 - d. Where the city approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the city for its records, but the city is not responsible for maintaining the driveway or resolving any dispute between property owners.**

Applicant Comments: Because 45th Avenue will serve as the primary point of ingress and egress; it is necessary to provide a secondary access point for emergency vehicles. In response to International Fire Code, a twenty-two-foot emergency access easement will be recorded across Lots Eleven and Twelve. Within this easement a twenty-foot-wide paved surface will be constructed to provide an adequate secondary access point.

Staff Findings: Per the staff engineer's comment in Section II, a segment of fire lane easement will loop westward to link with 44th Avenue at the Osage Street intersection. Lot #10 has an easement along the northern edge for a 22ft wide fire lane. In this location the City would recommend connecting Osage St on the alignment of the old road of Osage Street. The Transportation System Plan Table 4.3 has maximum parameters for local street and curb-to-curb widths so that smaller sizes can be accommodated. There is also a request from the neighboring property owner for consideration of an option of access along this street area for lot development on the upper elevation portion of the property immediately north.

Per the Public works comment in Section II, the intersection of Lund Street and 45th Avenue indicates a stub out for future street extension going northwards. Public Works finds that it is

better for road connectivity to extend the road west to make a connection with Osage Street at 44th Avenue. Sweet Home has poor east-west connectivity, particularly on the north side of Main Street, and connecting to Osage Street would provide a more cohesive local neighborhood network. This was also the original alignment of Osage Street prior to its vacation as indicated on County Survey 3643 (attached), and the old roadbed is still there. In this scenario the 22-foot access way would become public right-of-way with half street development. The other half street to be developed by the adjacent property owner upon development of their property. The plans indicate lot 10 fronting 44th Avenue with half street improvements. However, approximately the first 250 feet of 44th Avenue from Main Street is a gravel road, and the remaining approximately 300' is totally unimproved and consists of soil and grass. Public Works mows it to maintain access to our water mains. Because it is passable, it is reasonable to anticipate that the resident of Lot 10 will use 44th Avenue for access since it is their shortest distance to Main Street. Therefore, Public Works recommends the Commission require the applicant to construct at least a gravel lane down 44th Avenue. This gravel access should be constructed as a roadbed to provide for future street development and should also meet fire access standards.

The applicant has not proposed a joint use driveway.

With the above conditions, the application complies with this criterion.

G. Through lots should be avoided except where they are essential to provide separation of residential development from non-residential activities, arterial streets, or to overcome a specific disadvantages of topography and orientation. [SHMC 16.12.030(G)]

- 1. A planting screen easement of at least ten feet in width and across which there shall be no right of access may be required along the lines of lots or parcels abutting a collector or arterial street or other incompatible uses.**
- 2. Lots shall be served from only one side via a local street.**
- 3. A through lot shall have the yard abutting a street that has no access to the back yard and shall utilize setbacks for a back yard as per the underlying zone standards.**

Staff Findings: On page 8 of the applicant summary, submitted October 30, 2020, states that the proposed subdivision creates two through lots. The applicant revised the site plans on November 6, 2020 removing the through lots. Per the revised site plans, no through lots are proposed.

The application complies with these criteria.

H. Lot side lines. The side lines of lots, as far as practicable, shall run at right angles to the street upon which the lots face. [SHMC 16.12.030(H)]

- 1. Topographical conditions or street configurations may warrant an angle.**
- 2. Generally, any angle should not exceed 30° from a right angle to the street.**

Staff Findings: As depicted on Attachment B, the proposed parcels would have side lines that are at, or very close, to right angles to 45th Avenue and Lund Street.

The application complies with these criteria.

I. Flag Lots. Flag lots should be avoided if local street connection can reasonably be included in lieu of the flag lot configuration. The thin strip of land, known as the flag pole, which provides access to the lot(s) furthest from the street shall not be used in determining lot size, lot width or yard setback requirements. [SHMC 16.12.030(I)]

Staff Findings: The applicant is proposing three flag lots, Lot 6, Lot 23, and Lot 24. Lot 23 and 24 were through lots on the site plan that was submitted on October 30, 2020 and then changed to flag lots on the revised site plans submitted November 6, 2020. As part of the ODOT access management program, driveways for Lots 23 and 24 shall be accessed from a public side street, not Highway 20.

The application complies with these criteria.

J. If special setbacks are to be established in a subdivision or partition through the variance process, they shall be shown on the tentative plan and final plat and included in the deed restrictions. [SHMC 16.12.030(J)]

Staff Findings: The applicant has not proposed any special setbacks. Staff finds that the configuration of the proposed subdivision lots meets these criteria

The application complies with these criteria.

3. Development of any remainder of the property under the same ownership can be accomplished in accordance with this code. [SHMC 16.16.040(C)]

Applicant Comments: All property included in this subdivision is under the same ownership, and there is no remainder of land to consider with this application. Therefore, the proposed subdivision satisfies this criterion.

Staff Findings: The applicant is proposing to create 46 residential lots, 1 open space tract, new streets and associated utilities. As reviewed in this staff report, the lots would meet the minimum lot size of the zone and would be configured so that they could accommodate a residential dwelling. Staff finds that the applicant does not own any other property adjacent to the site.

The application complies with this criterion.

4. Adjoining land can be developed or is provided access that will allow its development in accordance with all applicable city codes. [SHMC 16.16.040(D)]

Applicant Comments: The subject property has access to 45th Avenue and all proposed lots will have frontage and access on newly constructed internal local streets, with the exception of lot 11. This lot will have frontage and access on 44th Avenue. North: Immediately north of the subject property is tax lot 201 on Linn County Assessor's Map No. 11s01e28D. Lot 201 has approximately twenty-five feet of frontage along the intersection of Osage Street and 44th Avenue. The proposed subdivision will construct a local street which will terminate at the northern property line. If lot 201 ever develops, that development will have the opportunity to connect to and extend a fully improved local street. While the proposed subdivision will limit lot 201's ability to construct a full local street at Osage Street, it will provide a better access alternative for this property. This new access will allow lot 201 to development in accordance with applicable city codes. South: Located between Main Street and the subject property tax lots 210, 211, and 1000 on Linn County Assessor's Map No. 11s01e28D, are directly south of the proposed subdivision. All three of these lots have been developed. Lots 210 and 211 have frontage and a shared access on 45th Avenue. Lot 1000 has frontage and access on Main Street. The proposed subdivision will not alter any of these access points. East: Tax Lots 207 and 900 on Linn County Assessor's Map No. 11s01e28D, are located along the proposed subdivision's eastern property line. Lot 207 has access and frontage on Main Street; it is developed with a single commercial structure. Lot 900 is accessed via lot 207 and appears to be storage for the commercial structure. As such, these lots are under continuous ownership. The proposed subdivision will not alter those accesses. West: Linn County Assessor's Map No. 11s01e28D, Lot 1001, is immediately west of the subject property. Already developed, lot 1001 has frontage and access on Main Street and 44th Avenue. The proposed subdivision will not alter these existing access points. Therefore, the proposed subdivision satisfies this criterion.

Staff Findings: Staff has not identified any features of this proposed subdivision that would inhibit development on adjoining property.

The application complies with this criterion.

5. The proposed street plan provides for the circulation of traffic and meets the street design standards of this title. [SHMC 16.16.040(E)]

Applicant Comments: The proposed subdivision will be served by an extension of 45th Avenue, which is classified as a local street and currently dead ends at the subject property's southern boundary. City of Sweet Home's Transportation System Plan, Figure 4.2, does not require the construction of arterial or collector streets within or along the subdivision boundaries. Furthermore, the Transportation System Plan does not require specific alignments for the local streets adjacent or within this property. Mountain River Subdivision will primarily be served by a continuation of 45th Avenue constructed to local street standards. This extension of 45th Avenue will be looped to increase circulation throughout the proposed internal street network. As demonstrated by Section IV of this application narrative, the proposed local streets comply with applicable standards located in SHMC 16.12.020. Additionally, the subject property has approximately 101.5 feet of frontage along 44th Avenue. The proposed subdivision will construct half-street improvements along its frontage. Because 45th Avenue will serve as the primary point of ingress and egress, it is necessary to provide a secondary access point for emergency vehicles. In response to International Fire Code, a twenty-two-foot emergency access easement will be recorded across Lots Eleven and Twelve. Within this easement a twenty-foot-wide paved surface will be constructed to provide an adequate secondary access point. Therefore, the proposed subdivision satisfies this criterion.

Staff Findings: Per the staff engineer's comments in Section II above, There is a 1-foot wide reserve strip across the end of 45th Avenue owned by Seal Rock Holdings LLC that will need to be dedicated to the public right-of-way of the City of Sweet Home. The existing 45th Avenue has a 50ft wide right-of-way, with the submitted plan showing a reduction in curb width to the 21ft width of the rest of the project. The submitted plan shows a potential extension of the streets northward to the neighboring property, however the land north of the roadway drops approximately 50ft in 150ft (being generous), resulting in a slope about 33-35%. The City street grade maximum is 12% which would require a length of 400+ft for a road grade to the lower level. It would be better to consider looping the street without extending to the property line. Lot #10 has an easement along the northern edge for a 22ft wide fire lane. In this location the City would recommend connecting Osage St on the alignment of the old road of Osage Street. The Transportation System Plan Table 4.3 has maximum parameters for local street and curb-to-curb widths so that smaller sizes can be accommodated. There is also a request from the neighboring property owner for consideration of an option of access along this street area for lot development on the upper elevation portion of the property immediately north. Most of the streets in the development will be 40 feet wide right-of-way with 21 feet of curb-to-curb width. Public parking on both sides of the street will be too narrow for vehicle passage. One side of the street will need be designated a Fire Lane curb with no parking signage. This applies to the cul-de-sac street segment also. Which side will be restricted is up to the owners coordinating with the Fire District. CEDD-IS recommends the connection to 44th Avenue be a public street. Coordination with adjacent owners is an option for the developers. The subdivision 21 feet curb-to-curb width will need at least one side designated as a fire lane.

Per the public work's comments in section II above, plans indicate 21 feet curb to curb width. This is extremely narrow and does not meet current street standards. A minimum curb to curb width of 28 feet and a right-of-way width of 47 feet is required to meet the standards of Transportation System Plan Table 4.3. Table 4.3 also sets 30 feet and 50 feet as the standard curb to curb and right-of-way widths, respectively. The existing stub out of 45th Avenue and all other modern subdivisions with public streets meet these standards. Public Works finds no topographic constraints to justify a variance from these standards, and therefore at least 28 feet curb to curb width and 46 feet right-of-way width is required. If for some reason the Commission finds that it is impossible for the development to meet these standards, then Public Works would prefer to waive the 3-foot planter strips in favor of preserving the curb to curb

width. Parking restriction on one or both sides will likely be required through the double-S curve on Lund Street. The intersection of Lund Street and 45th Avenue indicates a stub out for future street extension going northwards. Public Works finds it is better for road connectivity to extend the road west to make a connection with Osage Street at 44th Avenue. Sweet Home has poor east-west connectivity, particularly on the north side of Main Street, and connecting to Osage Street would provide a more cohesive local neighborhood network. This was also the original alignment of Osage Street prior to its vacation as indicated on County Survey 3643 (attached), and the old roadbed is still there. In this scenario the 22-foot access way would become public right-of-way with half street development. The other half street to be developed by the adjacent property owner upon development of their property. The applicant should make all reasonable attempts to work collaboratively with Santiam River Development Co LLC to make sure that the street alignment is equally desirable to both developments. The City will facilitate such discussions upon request. Public Works recommends requiring the westward Osage Street connection with half street improvements unless Santiam River Development Co LLC provides testimony that a different configuration would better serve both developers. The plans indicate lot 10 fronting 44th Avenue with half street improvements. However, approximately the first 250 feet of 44th Avenue from Main Street is a gravel road, and the remaining approximately 300' is totally unimproved and consists of soil and grass. Public Works mows it to maintain access to our water mains. Because it is passable, it is reasonable to anticipate that the resident of Lot 10 will use 44th Avenue for access since it is their shortest distance to Main Street. Therefore, Public Works recommends the Commission require the applicant to construct at least a gravel lane down 44th Avenue. This gravel access should be constructed as a roadbed to provide for future street development and should also meet fire access standards.

With the above conditions, the application complies with this criterion.

6. The location and design allows development to be conveniently served by public utilities. [SHMC 16.16.040(F)]

Applicant Comments: Public utilities are available to the subject property and will be extended throughout the subdivision to serve development. Therefore, the proposed subdivision satisfies this criterion. Water: There are several waterlines adjoining the proposed subdivision. The subdivision's internal water system will connect to an existing eight-inch waterline in 44th Avenue and a six-inch line under 45th Avenue. This will create a looped water system. Sanitary Sewer: There is an existing eight-inch sanitary sewer line within the proposed subdivision boundaries. Sanitary sewer services will be extended from two points near manholes located in proposed lots 15 and 18. Stormwater Drainage: Stormwater runoff will be collected by an existing drainage way and a series of new stormwater lines. The new lines and existing drainage way will route runoff to a stormwater management tract located in the northern portion of the property.

Staff Findings: Per the staff engineer's comments in Section II above, water is available at the end of 45th Avenue, and at the corner of 44th Avenue and Osage Street. The proposed plan shows a connection through the development with the western portion being in a fire lane easement. This connection will connect to only the 8-inch watermain in 44th Avenue. Sanitary sewer has connections along the southern boundary by the adjacent apartments.

Per the public work's comments in Section II above, water availability to this development is very good. The exact water locations will be reviewed during construction permitting. Sewer mains should be in the public street to the maximum extent practical. The sewer main indicated in an easement on lots 6-9 should be relocated to Lund Street. The sewer network as indicated is also double connected. The project engineer shall work with Public Works to redevelop this utility plan for construction permitting.

With the above conditions, the application complies with this criterion.

7. Any special features of the site, including topography, floodplains, wetlands, vegetation, or historic sites, have been adequately considered, and protected if required by city, state or federal law. [SHMC 16.16.040(G)]

Applicant Comments: The subject property does not contain any special features identified by this criterion (Exhibit D for floodplains and Exhibit E for wetlands). Therefore, the proposed subdivision satisfies this criterion.

Staff Findings: Based on a review of the FEMA FIRM Maps; Panel 41043C0916G, 41043C0918G, 41043C0912G, and 41043C914G dated September 29, 2010, the subject property is not located within the 100 year floodplain and in an area of minimal flood hazard. The subject property does not contain wetlands that are inventoried on the Sweet Home Local Wetlands Inventory and the National Wetlands Inventory (NWI) Map. Department of State Lands determined that a jurisdictional waterway appears to exist on the lot.

Based on review of mapping submitted, and after review of available information for the subject tax lot, the proposed project (Mountain River Subdivision: 46 residential lots, 1 open space tract, new streets, associated utilities) appears that it will impact jurisdictional wetlands of the state (including a compensatory mitigation wetland site). Per the DSL comments in Section II above, based on review of documentation submitted, and after review of available information for the subject tax lot, a jurisdictional waterway appears to exist on the lot. Impacts (removal, fill or other ground alterations) to this waterway (unnamed perennial stream), equal to or greater than 50 cubic yards, would require a permit from DSL. There may also be jurisdictional wetlands on the lot. However, the presence and boundaries of wetlands cannot be determined from an offsite assessment. If future total impacts are expected to reach or exceed 50 cubic yards, it is recommended that you have the tax lot assessed for jurisdictional wetlands by a qualified wetland professional prior to earth disturbance activities. A wetland delineation report should then be submitted to DSL for review and approval prior to ground alterations. This response is advisory in nature and does not replace a delineation completed by a qualified wetland professional.

With the above conditions, the application complies with this criterion.

8. If the tentative plan provides for development in more than one phase, the Planning Commission must make findings and conclusions that such phasing is necessary due to the nature of the development. [SHMC 16.16.040(H)]

Applicant Comments: The proposed subdivision will be constructed in two phases of development. Required street and utility improvements will be constructed as necessary to ensure each phase can stand alone. To the extent reasonable, the proposed subdivision satisfies this criterion.

Staff Findings: The applicant has proposed to develop this property in two phases. Phase 1 shall include 25 lots in the western section of the property, including Tract A. Phase 2 includes 21 lots in the eastern section of the property. Staff Recommends that the applicant specify a period of time for the completion of each phase.

With the above conditions, the application complies with this criterion.

- 9. An application for residential development can be denied based on a lack of school capacity if: [SHMC 16.16.040(I)]**
- a. The city has been informed by the Sweet Home School District that their adopted school facility plan has identified the lack of school capacity; and [SHMC 16.16.040(I)(1)]**
 - b. The city has considered option to address school capacity; and [SHMC 16.16.040(I)(2)]**
 - c. The capacity of a school facility is not the basis for a development moratorium under O.R.S. 197.505 to 197.540. [SHMC 16.16.040(I)(3)]**

d. This section does not confer any power to the school district to declare a building moratorium. [SHMC 16.16.040(I)(4)]

Applicant Comments: Any record of inability to provide service additional children distributed between grades 1-12 is unknown to the applicant, nor is an inability to provide service anticipated. Therefore, this criterion does not apply to the proposed subdivision.

Staff Findings: The City has not been informed by the Sweet Home School District that their adopted school facility plan has identified a lack of school capacity. Staff does not recommend that this application be denied based on a lack of school capacity.

The application complies with this criterion.

B. Conditions of Approval.

- 1. The approving authority may attach conditions of approval of a tentative subdivision or partition plan to ensure that the proposal will conform to the applicable review criteria. [SHMC 16.16.050(A)]**
- 2. Conditions of approval may include, but are not limited to, the following: [SHMC 16.16.050(B)]**
 - a. Street improvements as required to assure that transportation facilities are adequate for the proposed development, both on and off of the subject property.**
 - b. Storm water drainage plans**
 - c. Fencing.**
 - d. Landscaping.**
 - e. Public land dedication. [SHMC 16.16.050(B)(1 through 5)]**

Staff Findings: The applicant is requesting to subdivide an approximately 8.76-acre property into forty-six lots ranging from 5,006 to 13,644 square feet. The proposed subdivision's average lot size is 6,221 square feet. The applicant will complete the subdivision in two phases of development. Approximately 1.71 acres shall be dedicated as public right-of-way for new local streets to serve the proposed subdivision. An additional 0.41 acres will be reserved as Tracts for stormwater detention facilities. The proposed subdivision is in the Residential High Density (R-2) Zone per Zone Map Amendment Application ZMA 20-01 approved by City Council Ordinance Bill No. 9 for 2020, Ordinance No. 1288, dated June 23, 2020.

To ensure compliance staff recommends a condition of approval that upon development of the proposed parcels, the property owner shall construct all applicable street, sidewalk and storm drain improvements that are required by, and according to the provisions of the Sweet Home Municipal Code at the time of development. All public improvements must comply with the standards listed in the SHMC at the time of development.

Staff has recommended conditions of approval, listed in Section IV below, that act to ensure that the final subdivision plat comply with the application that has been proposed. Additional conditions of approval may be required if any of the subject parcels are further divided under a future application or if they are physically developed with a residence.

With the above conditions, the application complies with these criteria.

C. Duration of Tentative Plan Approval. [SHMC 16.16.070]

- 1. Approval of a tentative plan shall be valid for 12 months from the date of approval of the tentative plan, provided that if the approved tentative plan provides for phased development, the approval shall be valid for the time specified for each phase, subject to the limitations of § 16.16.060 of this chapter. [SHMC 16.16.070(A)]**

2. **If any time limitation is exceeded, approval of the tentative subdivision plan, or of any un-platted phase of the tentative subdivision plan shall be void. Any subsequent proposal by the applicant for division of the property shall require a new application.** [SHMC 16.16.070(B)]

Staff Findings: This approval shall be valid for 12 months. The applicant has proposed a phased development. Staff recommends that a time for each phase be specified. Extensions shall be permitted as allowed under SHMC 16.16.080.

With the above conditions, the application complies with these criteria.

- D. **Final Subdivision Plat.** Within one year from date of the approval of the tentative plan, the applicant shall prepare a final plat in conformance with the approved tentative plan, the provisions of this title and the provisions of O.R.S. Chapter 92. [SHMC 16.20.010(B)(1)]

Staff Findings: Within one year from date of the approval of the tentative plan, the applicant shall prepare a final plat in conformance with the approved tentative plan, the provisions of this title and the provisions of O. R. S. Chapter 92. The applicant shall submit a final subdivision plat for approval by the City according to the procedures and requirements of SHMC 16.20. The applicant shall provide all information required by SHMC 16.20.

IV. CONCLUSION AND RECOMMENDATION

Based on the findings discussed in Section III above, staff recommends that this application be approved. The application shall be subject to compliance with the conditions listed below, as required by the findings of fact presented in the Review Criteria (Section III), above. Any modifications to the conditions listed below would require approval in accordance with provisions of law (e.g., variance, subsequent land use application, etc.).

If the Planning Commission approves this application, staff recommends that the conditions of approval listed below be required in order to ensure that the application is consistent with the findings in the Review and Decision Criteria (Sections III) and as required by the Sweet Home Municipal Code and other provisions of law. Appeals to the Land Use Board of Appeals (LUBA) may only be based on Review and Decision Criteria listed above.

Recommended Conditions If the Application is Approved:

1. The final configuration of the proposed lots shall substantially conform to the plot plan reviewed in this application. See Attachment B. The final configuration is to subdivide an approximately 8.76-acre property into forty-six lots ranging from 5,006 to 13,644 square feet. The proposed subdivision's average lot size is 6,221 square feet. The applicant will complete the subdivision in two phases of development. Approximately 1.71 acres shall be dedicated as public right-of-way for new local streets to serve the proposed subdivision. An additional 0.41 acres will be reserved as Tracts for stormwater detention facilities.
2. The applicant shall specify a period of time for the completion of each phase.
3. The applicant shall dedicate, as public right-of-way to the City of Sweet Home, the on foot wide reserve strip across the end of 45th Avenue.
4. As part of the ODOT access management program, driveways for Lots 23 and 24 shall be accessed from a public side street, not Highway 20.
5. The new property lines shall be situated so that all buildings and structures comply with yard (setback) requirements of the Residential High Density (R-2) zone.

6. The applicant shall follow the City of Sweet Home criteria for street naming. The street name "Lund St" would require a variance to deviate from the naming standard established in SHMC 12.20.030(C), "With the south city limits as a base line, all streets running generally east and west shall be called "streets" and shall be assigned names of locally familiar trees and shrubs and shall be alphabetically arranged from south to north, e.g. "Alder Street", "Birch Street", etc."
7. The applicant shall make public the drainage channel that crosses the property from Main Street northwards. The applicant shall include a stormwater detention facility. SHMC 16.12.050 STORM WATER AND SURFACE DRAINAGE. Design of drainage within a subdivision or partition shall be to city standards and shall be approved by the City Engineer. [SHMC 16.12.050]
 - a. The design shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision or partition and to allow extension of the system to serve such areas.
 - b. Provision shall be made for water quality and retention storage areas designed and constructed to meet the standards set by the city.
8. SHMC 16.12.040 WATER SYSTEM. The design shall be to city standards and shall be approved by the City Engineer. The design shall take into account provisions for extension beyond the subject property. The design shall adequately loop the city system.
9. SHMC 16.12.045. SANITARY SEWER SYSTEM. The design shall be to city standards and shall be approved by the City Engineer. The design shall take into account capacity and grade to allow for desirable extension beyond the subject property.
10. The applicant shall specify a timeframe for each phase of the proposed project.
11. Within one year from date of the approval of the tentative plan, the applicant shall prepare a final plat in conformance with the approved tentative plan, the provisions of this title and the provisions of O. R. S. Chapter 92. The applicant shall submit a final subdivision plat for approval by the City according to the procedures and requirements of SHMC 16.20. The applicant shall provide all information required by SHMC 16.20.
12. Improvements within the subdivision shall be installed at the expense of the subdivider as required by SHMC 16.24.050. Improvements shall be made under the procedures and specifications listed in SHMC Chapter 16.24.
13. The applicant shall obtain all applicable development permits which include, but are not limited to: Public Works permits, development permits including building permits, and erosion control permits. The applicant shall obtain a 1200-C Stormwater Permit from the Oregon Department of Environmental Quality and any Department of State Lands permits as applicable.

V. PLANNING COMMISSION ACTION

In taking action on a subdivision, the Planning Commission will hold a public hearing at which it may either approve or deny the application. The decision on the application must be based on the applicable review and decision criteria. If approved, the Planning Commission may impose conditions of approval. Staff's recommended conditions are included in Section IV.

Appeal Period: Staff's recommends that the Planning Commission's decision on this matter be subject to a 12-day appeal period from the date that the notice of decision is mailed.

Order: After the Planning Commission makes a decision, staff recommends that the Planning

Commission direct staff to prepare an order that is signed by the Chairperson of the Planning Commission. The Order would memorialize the decision and provide the official list of conditions (if any) that apply to the approval; if the application is approved.

Motion:

After opening the public hearing and receiving testimony, the Planning Commission's options include the following:

1. Move to approve application SD20-02; including the conditions of approval listed in Section IV of the Staff Report; adopting the findings of fact listed in Section III of the staff report, the setting of a 12-day appeal period from the date of the mailing of the decision, and hereby direct staff to prepare an order to be signed by the Chair to memorialize this decision.
2. Move to deny application SD20-02; including adopting findings (specify), the setting of a 12-day appeal period from the date of mailing of the decision, and hereby direct staff to prepare an order to be signed by the Chair to memorialize this decision.
3. Move to continue the public hearing to a date and time certain (specify); or
4. Other.

V. ATTACHMENTS

- A. Aerial Photograph of the Subject Property
- B. Tentative Subdivision Maps
- C. Staff Engineers Comments
- D. Public Works Comments and Attachment
- E. Department of State Lands Wetland Land Use Notification Response
- F. Oregon Department of Transportation Comments
- G. Application and Supporting Documentation Provided by the Applicant

The full record is available for review in the Community and Economic Development Department office during normal business hours. The office is located at 3225 Main Street, Sweet Home, OR 97386.

ATTACHMENT A

SUBJECT PROPERTY



1 inch = 243 feet

Subject Property Map
SD20-02
4472 Highway 20

Date: 11/3/20

ATTACHMENT C

From: [Joe Graybill](#)
To: [Angela Clegg](#); [Blair Larsen](#)
Subject: RE: SD20-02 REVISED Notice of Public Hearing and Request for Comment
Date: Friday, November 13, 2020 4:56:43 PM
Attachments: [image001.png](#)
[image008.png](#)
[image011.png](#)

Hello Blair, Angela,

CEDD-Infrastructure Services Division Review Comments

Project & Location:

This project will provide an extension of the existing portion of 45th Ave north of Main St. A loop street and a Cul-de-Sac portion is proposed to create parcels on both sides of a major creek channel. A segment of Fire Lane easement will loop westward to link with 44th Ave at the Osage St intersection. There is a billboard on Lot #24 that may or may not be in an easement, it may be removed as a residence is built there at a future time. The existing culvert and road fill for the original Osage St roadway will be removed.

Streets & Stormwater:

There is a 1 foot wide Reserve Strip across the end of 45th Avenue owned by Seal Rock Holdings LLC that will need to be dedicated to the public right-of-way of the City of Sweet Home. The existing 45th Ave has a 50ft wide right-of-way, with the submitted plan showing a reduction in curb width to the 21ft width of the rest of the project.

The north-south street is shown as 45th Avenue, the east-west streets as Lund St. The City street naming convention requires names based on tree names, the cul-de-sac would be a "Court". The Subdivision standards also provide for a "theme" for site specific roadway names as an alternative.

The submitted plan shows a potential extension of the streets northward to the neighboring property, however the land north of the roadway drops apx 50ft in 150ft (being generous), resulting in an slope about 33-35%. The city street grade maximum is 12% which would require a length of 400+ft for a road grade to the lower level. It would be better to consider looping the street without extending to the property line.

Lot #10 has an easement along the northern edge for a 22ft wide fire lane. In this location the City would recommend to connect Osage St on the alignment of the old road of Osage St. The Transportation System Plan Table 4.3 has maximum parameters for local street and curb-to-curb widths so that smaller sizes can be accommodated. There is also a request from the neighboring property owner for consideration of an option of access along this street area for lot development on the upper elevation portion of the property immediately north.

Most of the streets in the development will be 40 ft wide R.O.W. with 21 feet of curb-to-curb width. Public parking on both sides of the street will be too narrow for vehicle passage. One side of the street will need be designated a Fire Lane curb with no parking signage. This applies to the cul-de-sac street segment also. Which side will be restricted is up to the owners coordinating with the Fire District.

Stormwater is shown to be piped from catchbasins to outlets connecting to the large channel that divides the property roughly along the 45th Ave alignment. Since no above ground detention is indicated, the pipe segments prior to outlets will need to have oversized piping and be flow controlled for stormwater detention. The drainage of the subdivision impervious

surfaces needs to be retained separately from the main flow channel, primarily because the channel conveys a large drainage basin. Because of the depth of the drainage channel behind Lots #35 to #40, it could be a piped system to reduce those lots backyard slope. This drainage channel is designated SSR-1D for the South Santiam River basin tributary section 1D in the Sweet Home Local Wetland Inventory, no wetlands are on the Inventory, however local wetlands may be present on the lower reaches of the channel outlet.

Water & Sanitary:

Water is available at the end of 45th Ave, and at the corner of 44th Ave and Osage St. The proposed plan shows a connection through the development with the western portion being in a Fire Lane easement. This connection will connect to only the 8" watermain in 44th Avenue. Sanitary sewer has connections along the southern boundary by the adjacent apartments.

Comments & Recommendations:

CEDD-IS recommends the connection to 44th Ave be a public street. Coordination with adjacent owners is an option for the developers. The subdivision 21ft curb-to-curb width will need at least one side designated as a Fire Lane.

Joe



CONNECT WITH US



Joseph Graybill PE | Staff Engr.
Community & Economic Development Dept.
City of Sweet Home
3225 Main St.
Sweet Home, OR 97386
p:541-818-8039

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Public Records Law Disclosure: This e-mail is a public record of the City of Sweet Home and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This e-mail is subject to the State Retention Schedule.

From: Angela Clegg <aclegg@sweethomeor.gov>
Sent: Tuesday, November 10, 2020 9:20 AM
To: Angela Clegg <aclegg@sweethomeor.gov>
Subject: SD20-02 REVISED Notice of Public Hearing and Request for Comment

Attached is the Revised Notice of Public Hearing and Request for Comment for Application SD20-02. Please respond with any comments by 5:00 PM on November 30, 2020.

Angela Clegg | Associate Planner
Community and Economic Development Dept.
City of Sweet Home

ATTACHMENT D

From: [Trish \(Patricia\) Rice](#)
To: [Angela Clegg](#)
Cc: [Dominic Valloni](#); [Joe Graybill](#); [Blair Larsen](#)
Subject: RE: SD20-02 REVISED Notice of Public Hearing and Request for Comment
Date: Monday, November 23, 2020 11:48:29 AM
Attachments: [image001.png](#)
[image002.png](#)
[06413.tif](#)

DRAINAGE:

The existing drainage channel that crosses the property from Main St northwards should be made public. See SHMC 16.12.035(C). The 30' easement width is adequate. For public safety, the developer should pipe the drainage, especially in the back yards of lots 35-42, to protect the public from falling into a 6' deep drainage channel (depth indicated on the left side of sheet 2.0). Public Works considered fencing vs piping and we recommend requiring a piped drainage due to the following major benefits:

- Piping improves long-term public safety because it removes the need to maintain a fence indefinitely.
- The easement width could be reduced to 25'. This benefits the developer.
- Piped systems require less maintenance than open drainage systems. This benefits the City.
- If piped, the developer could also use it as an equipment access to the ravine for maintaining the private water quality facility.

The plans do not indicate a detention facility. Stormwater detention is required. The existing drainage channel shall not be used for detention storage, but it may be used as a discharge point for the detention outlet. Public Works prefers detention pipes in the roadways (which are easy to access & maintain) instead of privately owned detention ponds (which commonly suffer from lack of maintenance). The exact details of the detention system will be reviewed during construction permitting.

There are 10' drainage easements indicated across Lots 42-43 and lots 33-34. A minimum 20' easement width is required with 5' on one side and 15' on the other side of the pipe. See SHMC 16.12.035(A)(2).

STREETS:

The street name "Lund St" would require a variance to deviate from the naming standard established in SHMC 12.20.030(C), *"With the south city limits as a base line, all streets running generally east and west shall be called "streets" and shall be assigned names of locally familiar trees and shrubs and shall be alphabetically arranged from south to north, e.g. "Alder Street", "Birch Street", etc."*

Plans indicate 21' curb to curb width. This is extremely narrow and does not meet current street standards. A minimum curb to curb width of 28' and a ROW width of 47' is required to meet the standards of Transportation System Plan Table 4.3. Table 4.3 also sets 30' and 50' as the standard curb to curb and ROW widths, respectively. The existing stubout of 45th Ave and all other modern subdivisions with public streets meet these standards. Public Works finds no topographic constraints to justify a variance from these standards, and therefore at least 28' curb to curb width and 46' ROW width is required. If for some

reason the Commission finds that it is impossible for the development to meet these standards, then Public Works would prefer to waive the 3' planter strips in favor of preserving the curb to curb width.

Parking restriction on one or both sides will likely be required through the double-S curve on Lund St.

The intersection of Lund St and 45th Ave indicates a stubout for future street extension going northwards. Public Works finds it is better for road connectivity to extend the road west to make a connection with Osage St at 44th Ave. Sweet Home has poor east-west connectivity, particularly on the north side of Main St, and connecting to Osage St would provide a more cohesive local neighborhood network. This was also the original alignment of Osage St prior to its vacation as indicated on County Survey 3643 (attached), and the old road bed is still there. In this scenario the 22' access way would become public ROW with half street development. The other half street to be developed by the adjacent property owner upon development of their property. The applicant should make all reasonable attempts to work collaboratively with Santiam River Development Co LLC to make sure that the street alignment is equally desirable to both developments. The City will facilitate such discussions upon request. Public Works recommends requiring the westward Osage St connection with half street improvements unless Santiam River Development Co LLC provides testimony that a different configuration would better serve both developers.

The plans indicate lot 10 fronting 44th Ave with half street improvements. However approximately the first 250' of 44th Ave from Main St is a gravel road, and the remaining approximately 300' is totally unimproved and consists of soil and grass. Public Works mows it to maintain access to our water mains. Because it is passable, it is reasonable to anticipate that the resident of Lot 10 will use 44th Ave for access since it is their shortest distance to Main St. Therefore Public Works recommends the Commission require the applicant to construct at least a gravel lane down 44th Ave. This gravel access should be constructed as a road bed to provide for future street development and should also meet fire access standards.

WATER UTILITY:

Water availability to this development is very good. The exact water locations will be reviewed during construction permitting.

SEWER UTILITY:

Sewer mains should be in the public street to the maximum extent practical. The sewer main indicated in an easement on lots 6-9 should be relocated to Lund St. The sewer network as indicated is also double-connected. The project engineer shall work with Public Works to redevelop this utility plan for construction permitting.

Trish Rice | Engineering Technician II
Public Works Department
City of Sweet Home
1400 24th Avenue

ATTACHMENT E

From: [BROWN Jevra * DSL](#)
To: [Angela Clegg](#)
Cc: [WOLF Grey * DSL](#)
Subject: RE: SD20-02 Notice of Public Hearing and Request for Comment
Date: Tuesday, November 10, 2020 9:32:13 AM
Attachments: [image004.png](#)
[image005.png](#)

FILE NUMBER: SD20-02
PROPERTY LOCATION: 4472 Highway 20, Sweet Home, OR 97386; Identified on the Linn County Assessor's Map as 13S01E28D Tax Lot 00200.
RE:

Hi Angela,

We have an applicant requested offsite determination WD2020-0516. The DSL response was copied to your office approximately 10/27/2020. Also your earlier WLUN, WN2020-0272 for the zone change. The response to the offsite determination (WD) is more recent and more applicable to the current subdivision proposal, specifically:

Comments:

Based on review of documentation submitted, and after review of available information for the subject tax lot, a jurisdictional waterway appears to exist on the lot. Impacts (removal, fill or other ground alterations) to this waterway (unnamed perennial stream), equal to or greater than 50 cubic yards, would require a permit from DSL. There may also be jurisdictional wetlands on the lot. However, the presence and boundaries of wetlands cannot be determined from an offsite assessment. If future total impacts are expected to reach or exceed 50 cubic yards, it is recommended that you have the tax lot assessed for jurisdictional wetlands by a qualified wetland professional prior to earth disturbance activities. A wetland delineation report should then be submitted to DSL for review and approval prior to ground alterations. This response is advisory in nature and does not replace a delineation completed by a qualified wetland professional. Please contact Grey Wolf at grey.wolf@state.or.us with any questions regarding this Offsite Wetland Determination response.

Determination by: Date: 10/27/2020

The main message is that a wetland delineation is recommended to verify the presence and extent, or absence of wetlands (and the existing waterway) on the lot.

Thank you,

[Jevra Brown, Aquatic Resource Planner](#)

[Department of State Lands](#)

[Cell 503-580-3172](#)

[Checking for wetlands and waters? – Use the STATEWIDE WETLANDS INVENTORY](#)

To help prevent the spread of COVID-19 many of the DSL staff are telecommuting.

From: Angela Clegg <aclegg@sweethomeor.gov>
Sent: Tuesday, November 10, 2020 8:57 AM
To: Angela Clegg <aclegg@sweethomeor.gov>
Subject: SD20-02 Notice of Public Hearing and Request for Comment

Attached is the Notice of Public Hearing and Request for Comment for Application SD20-02. Please respond with any comments by 5:00 PM on November 30, 2020.

Angela Clegg | Associate Planner

ATTACHMENT F

From: [LINER Duane J](#)
To: [Angela Clegg](#)
Cc: [Joe Graybill](#); [WAHL Carla S](#)
Subject: Revised Notice of Public Hearing and Request for Comment for Application SD20-02 ODOT DRS 11879 CHAMPS 90363 US20 Hwy 016 MP 29.61 vic
Date: Tuesday, November 24, 2020 9:56:31 AM
Attachments: [image001.png](#)
[image002.png](#)
[SD20-02 Notice of Public Hearing and Request for Comment.pdf](#)

Angela,

Thank you for the Revised Notice of Public Hearing and Request for Comment for Application SD20-02. Forty six (46) lots are proposed as part of this subdivision. All lots will have access to the existing 45th Avenue by either an extension of 45th Avenue or the proposed Lund Street.

Our comments are as follows:

- To the east of 45th Avenue, along the highway frontage of this subject property (proposed Lot 24) there is an existing driveway curb cut in the sidewalk. It is recommended that this driveway curb cut be removed and replaced with curb and sidewalk.
- Both the northeast and northwest corners of the US20 / 45th Avenue intersection do not have curb ramps that meet current standards. The property of this proposed subdivision abuts the northeast corner. If this development is conditioned to replace the curb ramps at either of the corners of this intersection, a design will need to be submitted and approved prior to a permit for construction being issued.
- Any work required by the City, or proposed by the applicant, within highway right of way will require the applicant to contact ODOT's District 4 Maintenance Office (541 757 4211) to obtain a permit.

Thank you

- duane

Duane James Liner, P.E.
Development Review Coordinator
ODOT - Region 2
503 507 6634

From: [STOLLE Bob L](#)
To: [Angela Clegg](#)
Subject: RE: SD20-02 REVISED Notice of Public Hearing and Request for Comment
Date: Thursday, November 12, 2020 6:00:13 AM
Attachments: [image001.png](#)
[image002.png](#)

Angela,

Due to the fact that this project does not effect a crossing or access to a road to a crossing we have no comment. Thank you for the opportunity to review.

Bob.

From: Angela Clegg <aclegg@sweethomeor.gov>
Sent: Tuesday, November 10, 2020 9:20 AM
To: Angela Clegg <aclegg@sweethomeor.gov>
Subject: SD20-02 REVISED Notice of Public Hearing and Request for Comment

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Attached is the Revised Notice of Public Hearing and Request for Comment for Application SD20-02. Please respond with any comments by 5:00 PM on November 30, 2020.



CONNECT WITH US



Angela Clegg | Associate Planner
Community and Economic Development Dept.
City of Sweet Home
3225 Main Street
Sweet Home, OR 97386
p:541-367-8113

Confidentiality Notice: This e-mail message and all attachments transmitted with it may contain legally privileged and confidential information intended solely for the use of the addressee. If you have received this message by mistake, please notify us immediately by replying to this message or telephoning us. Do not review, disclose, copy or distribute it. Thank you.

Public Records Law Disclosure: This e-mail is a public record of the City of Sweet Home and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This e-mail is subject to the State Retention Schedule.

ATTACHMENT G

Mountain River Subdivision

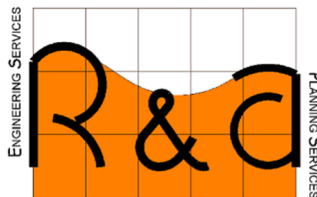
Tentative Plat Application

Prepared for:
Mountain River Homes, LLC

Submitted to:



Prepared by:



Reece & Associates, inc.

Reece & Associates, inc.
321 first avenue east, suite 3a
albany, oregon 97321
541/926-2428
www.r-aengineering.com

October 30, 2020

Project Summary

Request:	Application for approval of the tentative plan for Mountain River Subdivision, a 46-lot residential subdivision.
Location:	4472 Highway 20 Sweet Home, Oregon Linn County Assessor’s Map No. 13s01e28D, Lot 200
Applicant/Owner:	Eric Lund Mountain River Homes, LLC 6321 Lake Pointe Way Sweet Home, Oregon 97386 Phone: 541-223-3864 Email: eric@theaxion-group.com
Engineer/Planner:	Reece & associates, Inc. 321 1 st Avenue Suite 3A Albany OR 97321 541-926-2428 Engineer: David J. Reece, PE Planner: Hayden Wooton dave@r-aengineering.com haydenw@r-aengineering.com

Exhibits

- A – Linn County Assessor’s Map No.
- B – Ordinance No. 1288
- C – Aerial Photograph
- D – FEMA FIRMETTE
- E – National Wetlands Inventory

Plan Set

- 1 – Cover Sheet/Existing Conditions
- 2 – Lot Layout
- 3 – Utility Plan

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I. Project Description

Mountain River Subdivision will create 46 lots for detached, single-family dwellings on 8.76 acres located on Linn County Assessor's Map No. 13s01e28D, Tax Lot 200 (Exhibit A). Lots created by the proposed subdivision will provide a variety of sizes. The smallest proposed lot is 5,006 square feet, while the largest lot is 13,644 square feet. The proposed subdivision's average lot size is 6,221 square feet. The applicant will complete the subdivision in two phases of development.

The subject property was recently rezoned from Commercial Highway (C-2) to Residential High Density (R-2) per Ordinance No. 1288 (Exhibit B). Approximately 1.71 acres would be dedicated as public right-of-way for construction of new local streets to serve the proposed subdivision. An additional 0.41 acres will be reserved as Tracts for the construction of stormwater detention facilities. The net land area of 6.63 acres will be subdivided into 46 lots.

The proposed subdivision conforms to all applicable sections of the Sweet Home Municipal Code (SHMC) and when necessary City of Sweet Home's Comprehensive Plan. This application narrative provides findings of fact that demonstrate conformance with all applicable sections of the SHMC. Applicable criteria of the Sweet Home Municipal Code will appear in *italics* followed by the applicants' responses in regular font.

II. Existing Conditions

The subject property is accessed via 45th Avenue and 44th Avenue near its intersection with Osage Street. 45th Avenue is a paved road, has one lane in each direction, and is constructed to urban local road standards. 44th Avenue and Osage Street are unimproved, gravel roads with one lane in each direction. City of Sweet Home is the road authority for all three roads.

Presently, the site is moderately forested with grassy open areas along the southern property boundary. A drainage way flows along Highway 20 and 45th Avenue; it continues into a ravine that bisects the property.

Adjoining zones and land uses (refer to Exhibit C for aerial photography and Exhibit D for City of Sweet Home zoning):

North: One undeveloped parcel zoned Recreational Commercial by the City of Sweet Home.

South: Apartments and Commercial uses zoned Highway Commercial by the City of Sweet Home.

East: Commercial uses and Manufactured home park zoned Highway Commercial by the City of Sweet Home.

West: Single-family dwellings zoned Residential Low-Density by the City of Sweet Home.

III. Division Criteria

As detailed in SHMC 16.16.040, "Approval of tentative plans will be granted if the city finds that the proposal substantially conforms to the applicable provisions of Sweet Home Municipal Code Titles 16 and 17 and the comprehensive plan." The following section provides findings of fact demonstrating compliance with decision criteria set forth in subsections 16.16.040(A)-(I).

(A) The information required by this chapter has been provided.

This application narrative and accompanying tentative plan set include the information required by Chapter 16.16, Tentative Plan. Therefore, the proposed subdivision satisfies this criterion.

(B) The design and development standards of Sweet Home Municipal Code, Titles 16 and 17 and the comprehensive plan, have been met where applicable.

The proposed subdivision's ability to comply with the applicable standards set forth in Sweet Home Municipal Code Titles 16 and 17 is discussed under Sections IV and V of this application narrative, respectively. Furthermore, a demonstration of the subdivision's ability to support Comprehensive Plan policies is provided in Section VI of this application narrative. Findings and conclusions from the above-cited sections are incorporated herein by reference. Therefore, the proposed subdivision satisfies this criterion.

(C) Development of any remainder of the property under the same ownership can be accomplished in accordance with all applicable city codes.

All property included in this subdivision is under the same ownership, and there is no remainder of land to consider with this application. Therefore, the proposed subdivision satisfies this criterion.

(D) Adjoining land can be developed or is provided access that will allow its development in accordance with applicable city codes.

The subject property has access to 45th Avenue and all proposed lots will have frontage and access on newly constructed internal local streets, with the exception of lot 11. This lot will have frontage and access on 44th Avenue.

North: Immediately north of the subject property is tax lot 201 on Linn County Assessor's Map No. 11s01e28D. Lot 201 has approximately twenty-five feet of frontage along the intersection of Osage Street and 44th Avenue. The proposed subdivision will construct a local street which will terminate at the northern property line. If lot 201 ever develops, that development will have the opportunity to connect to and extend a fully improved local street. While the proposed subdivision will limit lot 201's ability to construct a full local street at Osage Street, it will provide a better access alternative for this property. This new access will allow lot 201 to development in accordance with applicable city codes.

South: Located between Main Street and the subject property tax lots 210, 211, and 1000 on Linn County Assessor's Map No. 11s01e28D, are directly south of the proposed subdivision. All three of these lots have been developed. Lots 210 and 211 have frontage and a shared access on 45th Avenue. Lot 1000 has frontage and access on Main Street. The proposed subdivision will not alter any of these access points.

East: Tax Lots 207 and 900 on Linn County Assessor's Map No. 11s01e28D, are located along the proposed subdivision's eastern property line. Lot 207 has access and frontage on Main Street; it is developed with a single commercial structure. Lot 900 is accessed via lot 207 and appears to be storage for the commercial structure. As such, these lots are under continuous ownership. The proposed subdivision will not alter those accesses.

West: Linn County Assessor's Map No. 11s01e28D, Lot 1001, is immediately west of the subject property. Already developed, lot 1001 has frontage and access on Main Street and 44th Avenue. The proposed subdivision will not alter these existing access points.

Therefore, the proposed subdivision satisfies this criterion.

(E) The proposed street plan provides for the circulation of traffic and meets the street design standards of this title.

The proposed subdivision will be served by an extension of 45th Avenue, which is classified as a local street and currently dead ends at the subject property's southern boundary. City of Sweet Home's Transportation System Plan, Figure 4.2, does not require the construction of arterial or collector streets within or along the subdivision boundaries. Furthermore, the Transportation System Plan does not require specific alignments for the local streets adjacent or within this property. Mountain River Subdivision will primarily be served by a continuation of 45th Avenue constructed to local street standards. This extension of 45th Avenue will be looped to increase circulation throughout the proposed internal street network. As demonstrated by Section IV of this application narrative, the proposed local streets comply with applicable standards located in SHMC 16.12.020

Additionally, the subject property has approximately 101.5 feet of frontage along 44th Avenue. The proposed subdivision will construct half-street improvements along its frontage. Because 45th Avenue will serve as the primary point of ingress and egress, it is necessary to provide a secondary access point for emergency vehicles. In response to International Fire Code, a twenty-two-foot emergency access easement will be recorded across Lots Eleven and Twelve. Within this easement a twenty-foot-wide paved surface will be constructed to provide an adequate secondary access point. Therefore, the proposed subdivision satisfies this criterion.

(F) The location and design allows development to be conveniently served by public utilities.

Public utilities are available to the subject property and will be extended throughout the subdivision to serve development. Therefore, the proposed subdivision satisfies this criterion.

Water: There are several waterlines adjoining the proposed subdivision. The subdivision's internal water system will connect to an existing eight-inch waterline in 44th Avenue and a six-inch line under 45th Avenue. This will create a looped water system.

Sanitary Sewer: There is an existing eight-inch sanitary sewer line within the proposed subdivision boundaries. Sanitary sewer services will be extended from two points near manholes located in proposed lots 15 and 18.

Stormwater Drainage: Stormwater runoff will be collected by an existing drainage way and a series of new stormwater lines. The new lines and existing drainage way will route runoff to a stormwater management tract located in the northern portion of the property.

(G) Any special features of the site, including topography, floodplains, wetlands, vegetation, or historic sites, have been adequately considered, and protected if required by city, state or federal law.

The subject property does not contain any special features identified by this criterion (Exhibit D for floodplains and Exhibit E for wetlands). Therefore, the proposed subdivision satisfies this criterion.

(H) If the tentative plan provides for development in more than one phase, the Planning Commission must make findings and conclusions that such phasing is necessary due to the nature of the development.

The proposed subdivision will be constructed in two phases of development. Required street and utility improvements will be constructed as necessary to ensure each phase can stand alone. To the extent reasonable, the proposed subdivision satisfies this criterion.

(I) An application for residential development can be denied based on a lack of school capacity if: (1) The city has been informed by the Sweet Home School District that their adopted school facility plan has identified the lack of school capacity; and (2) The city has considered option to address school capacity; and (3) The capacity of a school facility is not the basis for a development moratorium under ORS 197.505 to 197.540. (4) This section does not confer any power to the school district to declare a building moratorium.

Any record of inability to provide service additional children distributed between grades 1-12 is unknown to the applicant, nor is an inability to provide service anticipated. Therefore, this criterion does not apply to the proposed subdivision.

IV. Title 16 Design Standards

Subdivision criterion SHMC 16.16.040(B) requires Mountain River Subdivision to meet the applicable design and development standards of Title 16 of the Sweet Home Municipal Code. This section of the application narrative provides detailed findings of fact demonstrating compliance with the applicable standards of Title 16.

SHMC 16.12.020 Streets.

As demonstrated by “Table IV-1. Street Standards.” below, the proposed local streets comply with standards set forth by City of Sweet Home’s Transportation System Plan.

Standard	Local Street Requirement	Proposed Dimension
Right-of-Way Width	50 ft. (Max)	40 ft.
Curb-to-Curb Width	36 ft. (Max)	21 ft.
Travel Lane Width	7 ft. (Min)	7 ft.
Number of Lanes	2 (Max)	2 Lanes
Median/center turn width	Not Required	N/A
Bike Lane Width	7 ft. (Min)	7 ft.
Parking Width	7 ft. (Max)	N/A
Curb	6 in.	6 in.
Planting Strip Width	3 ft. (Min)	3 ft.
Sidewalk Width	5 ft. (Min)	5 ft.
System Spacing	250 ft.	N/A
Design Speed	25 mph	25 mph
Access Management: Intersection Spacing	75 ft.	N/A
Access Management: Driveway spacing.	Direct Access Allowed	Direct Driveway Access

Along the perimeter of the proposed subdivision, one lot will have frontage along 44th Avenue, an unimproved local street. Consequently, half-street improvements will be required per SHMC 16.12.020(F)(1). Proposed half-street improvements to 44th Avenue consist of a five-foot sidewalk, three-foot planter strip, six-inch curb, and 14-feet of pavement.

Mountain River Subdivision proposes construction of a single dead-end street. This street could not be extended west to connect with other local streets in the proposed subdivision due to harsh existing conditions. Presently, the area between these proposed streets is a steep ravine that serves as an existing drainage way. Constructing a street connection would require significant amounts of fill material and redirecting a natural drainageway. Instead of providing a street connection, a dead-end street will be constructed per SHMC 16.12.020(G). As necessary to comply with this code, a cul-de-sac was designed to function as a turnaround per International Fire Code. Therefore, the proposed subdivision complies with all applicable standard in this section.

SHMC 16.12.030 Lots and Parcels.

The proposed subdivision will create residential lots. As required by SHMC 16.12.030(C), those lots will comply with residential lot size and width standards in Sweet Home Municipal Code Title 17. Because the property is zoned R-2, the subdivision specifically has to comply with standards provided in SHMC 17.28.040. Compliance with these standards is demonstrated in Section V of this application narrative.

The proposed subdivision creates two through lots. These lots were necessary to provide additional separation between residential uses and Main Street, which is classified as an arterial street. As necessary to approve through lots, ten-foot-wide planting easements are proposed on the arterial street side, backyards will be located near the arterial street, and access will be provided by an internal local street.

SHMC 16.12.035 Easements.

An existing drainage channel will be rerouted and preserved as a feature of the proposed subdivision. Per SHMC 16.12.035(C), a drainage easement will be placed across the drainage ways. Therefore, the proposed subdivision complies with this standard.

SHMC 16.12.040 Water System.

A description of the proposed water system is provided in Section III of this application narrative. Findings and conclusions from the above-cited section are incorporated herein by reference. Therefore, the proposed subdivision complies with this standard.

SHMC 16.12.045 Sanitary Sewer System.

A description of the proposed sanitary sewer is provided in Section III of this application narrative. Findings and conclusions from the above-cited section are incorporated herein by reference. Therefore, the proposed subdivision complies with this standard.

SHMC 16.12.050 Stormwater and Surface Drainage.

A description of the proposed stormwater drainage system is provided in Section III of this application narrative. Findings and conclusions from the above-cited section are incorporated herein by reference. Therefore, the proposed subdivision complies with this standard.

V. Title 17 Zoning

Subdivision criterion SHMC 16.16.040(B) requires the Mountain River Subdivision to meet the applicable design and development standards of Title 17 of the Sweet Home Municipal Code. This section of the application narrative provides detailed findings of fact that demonstrate compliance with the applicable standards of Title 17.

SHMC 17.08.090 Off-Street Parking Requirements

The proposed subdivision will create lots intended for future development of detached, single-family dwellings. Because SHMC 17.08.090 and 17.28.100 is enforced when a dwelling is constructed, the proposed subdivision itself does not need to comply with this standard.

However, upon construction of dwellings, compliance with off-street parking will be reviewed under an application for a building permit.

SHMC 17.08.100 Access and Driveways

The proposed subdivision will create lots intended for future development of detached, single-family dwellings. Because an access onto public right-of-way is subject to issuance of a Public Works Permit, the proposed subdivision itself does not need to comply with this standard. However, upon construction of proposed improvements, all proposed accessways will be reviewed for compliance with SHMC 17.08.100.

SHMC 17.28.020 Uses Permitted Outright

The proposed subdivision will create lots intended for future development of detached, single-family dwellings in the R-2 zone. As described in SHMC 17.28.020(a), any use permitted outright in the R-1 will also be considered permitted outright in the R-2 zone. Single-family dwellings are an outright permitted use in the R-1 zone per SHMC 17.24.020(a). Therefore, the proposed subdivision complies with this standard.

SHMC 17.28.040 Lot Size and Width

The proposed subdivision will create lots intended for future development of detached, single-family dwellings. In the R-2 zone the minimum lot area for a single-family dwelling is 5,000 square feet. The smallest proposed lot is 5,033 square feet. Consequently, all the proposed lots are larger than the minimum lot size.

SHMC 17.28.040(E) provides two minimum lot width standards: seventy feet for a corner lot and sixty feet for an interior lot. The proposed interior lot width ranges between 60 feet to 110 feet. While the proposed corner lot width ranges between 70 feet to 106 feet. Therefore, the proposed subdivision complies with these standards.

VI. Sweet Home Comprehensive Plan

Subdivision criterion SHMC 16.16.040(B) requires the Mountain River Subdivision to meet the applicable design and development standards of the Sweet Home Comprehensive Plan. This section of the application narrative provides detailed findings of fact that demonstrate compliance with the applicable standards of Comprehensive Plan.

General Development Policies

Policy #2: The City of Sweet Home will encourage development contiguous to existing public services and transportation improvements. This type of development pattern shall be prompted as it will maintain public facility costs at the lowest possible level and provide the opportunity to coordinate development with the provision of services.

As demonstrated by Sheet 2, Existing Conditions, public utilities and transportation improvements were located near or within the subdivision boundaries. Any extension of public utilities was limited to internal systems, no off-site improvements were necessary to provide adequate utilities connections to the proposed site. Therefore, the proposed subdivision supports this policy.

Policy #10: All new subdivisions will be provided with water, City sewer and storm drains, paved streets, curbs, sidewalks and gutters, in advance of, or in conjunction with, new development. Installation of all the above facilities will be a condition of subdivision approval and at the expense of the developer.

The proposed subdivision includes the construction of public water, sanitary sewer, stormwater drainage, paved streets, curbs, sidewalks, gutters, and landscape strips. Installation of all listed improvements will be a condition of subdivision approval and at the expense of the developer. Therefore, the proposed subdivision supports this policy.

Policy #11: Electric power, telephone, and cable distribution and service lines will be located underground in new developments. Effort will be made to place existing utility lines underground in established areas.

The proposed subdivision will construct electric power, telephone, and cable services underground. Therefore, the proposed subdivision supports this policy.

Policy #12: Emergency vehicle and equipment access will be provided during any new development.

The proposed subdivision includes two points of emergency vehicle and equipment access: 45th Avenue and an improved emergency access easement. 45th Avenue will be an improved local street wide enough to provide adequate emergency vehicle access and the access easement will be improved per International Fire Code. Therefore, the proposed subdivision supports this policy.

Policy #14: In designing new subdivisions: (1) Consideration shall be given to connectivity of streets, particularly streets classified as either arterial or collector. (2) New streets will align with existing streets, avoiding jogs when possible. (3) Cul-de-sacs and "hammerhead" streets may be allowed where existing development, steep slopes, open space, or natural features prevent connections. (4) New streets must be designed to City standards, as approved as part of the development plan. (5) Street grades will not exceed City standards, unless prevented from meeting the standards by topographical constraints. (6) Creation of parcels not accessible to an existing or potential street should be avoided. (7) Lots created should meet the minimum City standards for the appropriate designation and be of a usable shape.

There are no collectors or arterials within the proposed subdivision's boundaries. Support of the remaining policies have been demonstrated in the applicant's response to SHMC 16.16.040(E) and 16.12.020. Findings and conclusions from the above-cited section are incorporated herein by reference.

Residential Land Use Policies

Policy #3: The City encourages flexibility in design to promote safety, livability, and preservation of natural features.

The proposed subdivision layout preserves a natural drainage way and ravine within the property. This was possible by utilizing flexible design standards to create a dead-end street instead of removing those features to create an additional street connection. Preservation of these features and compliance with applicable development code standards will result in a subdivision that promotes safety and livability. Therefore, the proposed subdivision supports this standard.

Policy #4: Sweet Home establishes density recommendations in the Plan in ordered to maintain proper relationships between proposed public facilities services, and population distribution.

The proposed subdivision, as demonstrated by this application narrative, will create lots that comply with the dimension standards set forth in the Sweet Home Municipal Code for the R-2 zone. By complying with these standards, the proposed subdivision supports the density goals for this area.

Policy #9: Development of residential local streets, whenever possible, will increase connectivity within and between neighborhoods.

This policy is implemented through SHMC 16.16.040(E). The applicant has already demonstrated compliance with this subdivision criterion in Section III of this application narrative. Findings and conclusions from the above-cited section are incorporated herein by reference. Therefore, the proposed subdivision supports this policy.

Policy #10: The maximum net development densities (not including streets), in high density residential areas shall not exceed 35 multi-family dwelling units per acre, based on the standards for unit type.

The proposed subdivision will create 45 lots across 8.76 gross acres. Consequently, the proposed subdivision does not exceed the maximum density set forth by this policy. Therefore, the proposed subdivision supports this policy.

Transportation Policies

Policy #1: As a general guideline, all street shall carry volumes and speeds at the appropriate range for all street classifications as described the Functional Classifications Guidelines.

The Transportation System Plan does not identify a collector or arterial street within the proposed subdivision boundary. Consequently, all proposed streets will be local streets intended to serve the internal circulation of the subdivision. The permitted speed was selected to comply with standards provides in SHMC 16.12.020. Therefore, the proposed subdivision supports this policy.

Policy #3: The roadway design standards in the Transportation System Plan shall be implemented in the land development and land divisions ordinances for the development of future roadways facilities.

Roadway design standards in the Transportation System Plan are implemented using SHMC 16.12.020. The applicant has previously demonstrated compliance with these standards in Section IV of this application narrative. Findings and conclusions from the above-cited section are incorporated herein by reference. Therefore, the proposed subdivision supports this policy.

VII. Conclusion

This application narrative and the attached plans demonstrate that all applicable provisions of the City of Sweet Home Municipal Code and Comprehensive Plan have been satisfied by the design of Mountain River Subdivision. Therefore, we respectfully request approval of the application for Tentative Subdivision Plan.

FOR ASSESSMENT AND TAXATION ONLY



1/4 COR.

NE COR. DLC 43
WILLIAM PICKENS

S.E. 1/4 SEC. 28 T. 13S. R. 1E. W.M.

Linn County

1" = 200'

13S01E28D
SWEETHOME

Cancelled Nos.

- 9601
- 9101
- 401
- 500
- 600
- 601
- 600
- 8900
- NW COR. DLC 38
- 9002
- 9003
- 701
- 303
- 304
- 8502
- 202
- 1400
- NO RECORD OF ACCEPTANCE AS PUBLIC RD
- 2503
- 2502
- 2500
- 1601
- 1600
- 1700
- 2501
- 2600
- 1800
- 2800
- 2900
- 2700
- 2400
- 2300
- 2000
- 1300
- 1301
- 1200
- 1100
- 1101
- 4500
- 4400
- 4300
- 4301
- 4201
- 4200
- 4100
- 4000
- 3502
- SW COR. M. HUMPHREYS DLC 38
- NW COR. DLC 39
- 3501
- 3400
- 3300
- 3200
- 3100

SEE MAP 13 1E 28

302
12.32 AC.

213
5.87 AC.

PHASE 1 OF
PACIFIC PLACE
AT 47TH AVE.

PARTITION PLAT
2008-23

55-1

PARCEL 2

PARCEL 1

201
18.57 AC.

100
7.54 AC.

205
0.55 AC.

300
1.75 AC.

700
5.56 AC.

9100
1.12 AC.

FIR ST

1001
2.22 AC.

PARTITION PLAT
2018-31

200
8.72 AC.

1000
1.09 AC.

210
0.31 AC.

211
0.38 AC.

212
0.01 AC.

213
0.31 AC.

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225
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SANTIAM HWY

4900
1.89 AC.

5001
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5002
0.46 AC.

5003
0.46 AC.

5100
0.46 AC.

5200
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5301
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5400
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5401
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4800
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4801
1.15 AC.

4700
1.81 AC.

5000
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5500
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5500
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5700
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5800
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5900
0.58 AC.

6000
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6100
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6101
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6200
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6300
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6400
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6500
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6600
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6700
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6800
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7000
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7200
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7500
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ORDINANCE BILL NO. 9 FOR 2020

ORDINANCE NO. 1288

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP

WHEREAS, the applicant, Bill Lund, submitted application Zone Change ZMA20-01 and requested a zone map change for an area consisting of 8.72 acres located at 4472 Highway 20, Sweet Home, OR 97386. The Sweet Home Zoning Map is proposed to change from the Commercial Highway (C-2) Zone to the Residential High Density (R-2) Zone. The proposed zone change would bring the zoning designation into conformity with the property's existing Comprehensive Plan Map designation. The subject properties are identified on the Linn County Assessor's Map as 13S01E28D Tax Lots 00200; and

WHEREAS, the Planning Commission of the City of Sweet Home held a public hearing on May 4, 2020 with due notice of such public hearing having been given and provided an opportunity for public comments and testimony. The Planning Commission deliberated at their May 4, 2020 meeting, and recommended that the City Council approve this application; and

WHEREAS, the City Council held a public hearing on this matter on May 26, 2020, with due notice of such public hearing having been given and provided an opportunity for public comments and testimony. The City Council approved this application by motion at their May 26, 2020 meeting; and

WHEREAS, the proposed R-2 zoning is needed to facilitate development of the subject property;

Now, Therefore,

THE CITY OF SWEET HOME DOES ORDAIN AS FOLLOWS:

Section 1: The City of Sweet Home adopts the findings of fact in support of zone change application ZMA20-01 included as Exhibit A.

Section 2: The City of Sweet Home amends the Official Zoning Map, identified in SHMC 17.20.020 as the City Zoning Map including all subsequent amendments, for the an area consisting of 8.72 acres located at 4472 Highway 20, Sweet Home, OR 97386.; and identified on the Linn County Assessor's Map as 13S01E28D Tax Lot 00200. The Official Zoning Map shall be amended from the Commercial Highway (C-2) Zone to the Residential High Density (R-2) Zone for the subject property as shown on Exhibit B.

Passed by the Council and approved by the Mayor this 23rd day of June, 2020.


6-23-20

Mayor

ATTEST:


City Manager - Ex Officio City Recorder

Exhibit A

Findings of Fact in Support of Zone Change Application ZMA20-01

Exhibit A to Order of Approval for ZMA20-01

The review and decision criteria for a zone change are listed below in bold. Staff findings and analysis are provided under each review and decision criterion.

- A. **An amendment to the official zoning or comprehensive plan map may be authorized provided that the proposal satisfied all relevant requirements of this title and also provided that the applicant demonstrates the following: [SHMC 17.12.010]**
1. **The proposed amendment is consistent with the goals and policies of the comprehensive plan; [SHMC 17.12.025(A)]**
 - a. **The Zoning Code implements the Comprehensive Plan by providing specific development guidelines for each Land Use Designation. The general nature of each Comprehensive Plan Land Use Designation will guide the uses and standards for the corresponding zone in the Zoning Code. [Sweet Home Comprehensive Plan, Chapter 2 Text]**
 - b. **The Comprehensive Plan Map graphically portrays Sweet Home's land use pattern as recommended by Comprehensive Plan policy. Each designation has a different symbol or color. The land use map portrays the long-range vision of land use patterns in Sweet Home. [Sweet Home Comprehensive Plan, Chapter 2, Comprehensive Plan Map Policies, Policy 1]**
 - c. **Zoning Codes. The Zoning Codes regulate the use of land on a comprehensive basis. More specifically, the Zoning Codes divide the community into residential, commercial, industrial, and other use zones based on the Comprehensive Plan. Each zone has standards and regulations that determine the allowed uses on that land and the standards to which structures must conform, such as building height, yard setbacks, and lot size. The Codes consists of text, found in Title 17 of the Sweet Home Municipal Codes, and an official Zoning Map.**

The Zoning Codes fulfill two major roles. First, zoning promotes the public health, safety, and welfare of Sweet Home. Secondly, the Zoning Codes implement the Comprehensive Plan. Oregon Revised Statute 197.175 states that cities will:

- **Prepare, adopt, amend, and revise comprehensive plans in compliance with Statewide Planning Goals; and**
- **Enact land use regulations to implement their comprehensive plan.**

In a broad sense, zoning encourages the orderly development of the community and implements the Comprehensive Plan. Zoning can only partially relate to the long-term aspects of the plan because as a regulatory tool, it must relate to the current conditions within the City of Sweet Home.

The Comprehensive Plan provides a general and long-range policy for the City while the Zoning Codes serve as a legal ordinance with binding provisions on land development. The various zones have specific boundaries and when drafting the Zoning Ordinance, the City considers how each land parcel will be affected.

Zoning Code provisions and the Zoning Map can be amended. Amendments shall be consistent with the Comprehensive Plan. If proposed amendments to the Zoning Codes do not comply with the Comprehensive Plan, the Comprehensive Plan must also be amended so that the two documents correspond. [Sweet Home Comprehensive Plan, Chapter 2, Comprehensive Plan Map Policies, Chapter 8: Plan Management]

- d. **Updating the plan: Making the Comprehensive Plan a basic part of the community's planning process an ongoing active function of City government will keep the Plan as a viable and useable policy document. The Comprehensive Plan needs to be updated occasionally for the following reasons:** [Sweet Home Comprehensive Plan, Chapter 8: Plan Management]
 - i. **To accurately reflect changes in the community.**
 - ii. **To ensure integration with other policies, Zoning Codes, and Subdivision Codes.**
- e. **Changes to the Plan Shall be made by ordinance after public hearings.** [Sweet Home Comprehensive Plan, Chapter 2, Plan Amendment Policies, Policy 2]
- f. **Changes in the Plan shall be incorporated directly into the document at the appropriate place. A list of all amendments with date of passage should be a part of the document.** [Sweet Home Comprehensive Plan, Chapter 2, Plan Amendment Policies, Policy 3]
- g. **Property Owners, their authorized agents, or the City Council may initiate a Comprehensive Plan amendment. In order to obtain a Comprehensive Plan amendment the applicants have the burden of proof that all of the following conditions exist.** [Sweet Home Comprehensive Plan, Chapter 2, Plan Amendment Policies, Policy 5]
 - i. **There is a need for the proposed change;**
 - ii. **The identified need can best be served by granting the change requested;**
 - iii. **The proposed change complies with the Statewide Planning Goals; and,**
 - iv. **The proposed change complies with all other elements of the City's Comprehensive Plan.**
- h. **Highway Commercial: To provide suitable and desirable commercial areas along the highway intended to meet the business needs of the community.** [Sweet Home Comprehensive Plan Land Designations for Economic Development, Table 11]
- i. **High Density Residential: To provide areas suitable and desirable for higher density residential development, and particularly for apartments, manufactured home parks, other residential uses, and appropriate community facilities.** [Sweet Home Comprehensive Plan Map Residential Land Designations, Table 7]

Staff Findings: The applicant is proposing to change the zoning map of an 8.72 acre property, identified on the Linn County Assessor's Map as 13S01E28D Tax Lot 200 (Attachment A). The applicant has proposed a change in zoning from Commercial Highway (C-2) to Residential High Density (R-2).

Based on the Linn County 2017 aerial photograph the area is surrounded by commercial businesses, apartment buildings, and bare land. The applicant states a desire to develop multi-family dwellings or similar on the subject property.

Based on the findings above the proposed zoning plan designation would be consistent with the Sweet Home Comprehensive Plan.

The application complies with this criterion.

2. **The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment; [SHMC 17.12.025(B)]**

Staff Findings: The applicant states that the proposed zoning map amendment would be consistent with the pattern of development in the area. Based on the 2017 Linn County aerial photograph Staff finds that the subject property is surrounded by commercial businesses, apartment buildings, and bare land.

The application complies with this criterion.

3. **Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district; and [SHMC 17.12.025(C)]**

Staff Findings: Water and sanitary sewer services are available at Highway 20 and 44th Avenue. The subject property has frontage along Highway 20 and 44th Avenue. Based on the applicant's statements the subject property is anticipated to be developed with multi-family dwellings in the future. Staff finds that utilities and services are efficiently provided to serve the proposed use of multi-family dwellings or other potential uses in the proposed zoning district.

The application complies with this criterion.

4. **The proposed amendment to the comprehensive plan map is consistent with Oregon's statewide planning goals. [SHMC 17.12.025(D)]**

Staff Findings: The applicant is not proposing an amendment to the comprehensive plan map.

The application complies with this criterion.

5. **OAR 660-012-0060(1). If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:**
 - a. **Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);**
 - b. **Change standards implementing a functional classification system; or**
 - c. **Result in any of the effects listed in paragraphs (a) through (c) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.**
 - i. **Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;**

- ii. **Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or**
- iii. **Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan. [OAR 660-012-0060(1)]**

Staff Findings: The subject property has existing frontage along Santiam Highway (Highway 20), and 44th Avenue. Highway 20 is identified as a Major Arterial and 44th Avenue is identified as a local street in the Sweet Home Transportation System Plan; Figure 2.2. The applicant has proposed a change in zoning from the Commercial Highway (C-2) to the Residential High Density (R-2) zone. No comments from ODOT have been received as of the writing of this staff report. The proposed use would be consistent with the Comprehensive Plan Map designation. Based on these findings, staff concludes that the proposed zone change would not significantly affect the existing transportation infrastructure in the neighborhood and is consistent with the Sweet Home Transportation System Plan. The proposed zone change does not significantly affect a transportation facility for the purposes of the Transportation Planning Rule (TPR) and therefore complies with the TPR.

The application complies with this criterion.



SUBJECT PROPERTY



1 inch = 318 feet

Subject Property Map
ZMA20-01
13S01E28D 00200

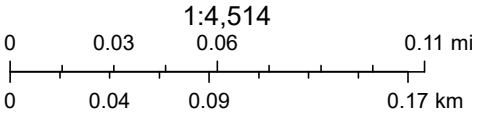
Date: 8/7/2018

Exhibit C - Aerial Photograph



10/16/2020, 11:39:35 AM

- Railways
- Highways
- City Limits
- Roads
- Tax Lots



Linn County GIS

This product is for informational purposes only and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the

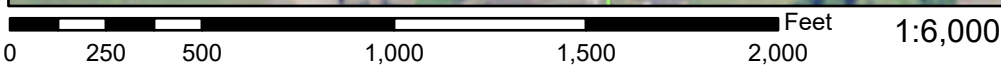
National Flood Hazard Layer FIRMette



122°41'30"W 44°24'34"N



USGS The National Map: Orthoimagery, Data refreshed October, 2020.



122°40'53"W 44°24'8"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) <i>Zone A, V, A99</i>
	With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i>
	Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i>
	Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i>
	Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i>
	Area with Flood Risk due to Levee <i>Zone D</i>
OTHER AREAS	NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i>
	Effective LOMRs
	Area of Undetermined Flood Hazard <i>Zone D</i>
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
OTHER FEATURES	Cross Sections with 1% Annual Chance Water Surface Elevation 20.2
	Cross Sections with 1% Annual Chance Water Surface Elevation 17.5
	Coastal Transect
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
MAP PANELS	Digital Data Available
	No Digital Data Available
	Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards









The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **10/28/2020 at 4:26 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



October 28, 2020

Wetlands

- | | | | | | |
|---|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland |  | Lake |
|  | Estuarine and Marine Wetland |  | Freshwater Forested/Shrub Wetland |  | Other |
| | |  | Freshwater Pond |  | Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.