



**CITY OF CARLTON
PLANNING COMMISSION AGENDA
MONDAY, DECEMBER 11, 2023, 6:00 P.M.
VIA ZOOM AND 945 WEST GRANT STREET**

The Mission of the City of Carlton is to sustain and enhance the viability of the community by providing essential services with professionalism and integrity.

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1. Call to Order – Roll Call	
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6. Adjournment	

Due to spacing issues at City Hall, the public is invited to attend this meeting virtually. To attend or participate in the meeting, you can log in with a computer using the link below, or the phone option below:
<https://us02web.zoom.us/j/84154338324?pwd=MFBmUVcyTG1sZGlySHE3azdpYk1KUT09>

This meeting ID:841 5433 8324

Passcode: 784369

Or you can call **1-253-215-8782**, input the meeting ID and password and enter the meeting using your phone.



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Planning Commission Regular Session Minutes
November 13, 2023, 6:00 PM
Via Zoom and at 945 West Grant Street

1. CALL MEETING TO ORDER & ROLL CALL

Planning Commissioner Chair Anthony Stuart called the meeting to order at 6:02 PM.

Members Present:

Anthony Stuart	Noelle Amaya (Virtual attendance)
Jennifer Nordstrom	Annette Fernandez-Madrid
Robin Geck	Jim Bandy (Virtual attendance)
Susan Turrell	

Members Absent: None

Staff Present:

Scott Whyte, City Planner	Shannon Beaucaire, City Manager
Tyler Yeoman-Millette, City Attorney	Gordon Munro, City Engineer
Aimee Amerson, City Recorder	Julie Brandão, Customer Experience Specialist

Others:

Lonnie Geck	Darrel Smith
Steve Sampson	Jacki Herb of AKS Engineering
Max	Mark Hoyt, Holt
Sean Vermilya	Maria Frugia
Nathan Ahrend	Kerry

A. Changes to the Agenda

City Planner Scott Whyte presented a request for continuance to be added ahead of the hearing for the partition. Commissioners agreed to move items 5A and 5B to be discussed before item 4A.

2. MINUTES APPROVAL- October 09, 2023

6:04 PM

MOTION: Fernandez-Madrid/Turrell: to approve the Planning Commission minutes from October 09, 2023, as submitted. Motion carried (7 Yes/0 No/0 Absent /0 Abstain).

3. CITIZEN COMMENTS

6:07 PM

None given.

4. ACTION / DISCUSSION ITEMS

A. JR Meadows 3 Phasing Addition – continued from October 9, 2023

6:55 PM

This item was discussed following item 5A. City Planner Scott Whyte presented to Commissioners that the applicant agreed to the conditions of approval, and presented staff findings that the phasing proposal conforms substantially to the plan approved by the city. Commissioners asked questions about additional conditions, City Engineer Gordon Munro discussed development requirements and addressed Commissioners' concerns and questions about enforcement.

MOTION: Nordstrom /Geck: to approve the proposed phasing of development for JR3 as submitted. Motion carried (6 Yes/0 No/1 Absent [Fernandez-Madrid] /0 Abstain).

B.2024 Planning Commission Dates

6:54 PM

Commission Chair Anthony Stuart presented adjusted dates for meetings, commissioners had no objections.

MOTION: Fernandez-Madrid /Nordstrom: to approve the proposed dates as submitted. Motion carried (7 Yes/0 No/0 Absent /0 Abstain).

5. Public Hearings

A. Partition file # PAR 2023-01; Collier- 629 West Monroe Street

6:12 PM

This item was moved forward in the meeting at the Commissioners' request and discussed following item 5B. Chair Stuart read the hearing and disclosure statement to those in attendance. Stuart called for any conflicts of interest from the Commission, as well as any audience objections to jurisdiction. None given.

Stuart then introduced the partition location. He then asked City Planner Scott Whyte to go over the staff findings for the partition application.

Stuart asked if the applicant had any comments.

- Applicant Steve Sampson asked questions about service provision approval condition #1 for water/sewer lines. Commissioners, Munro and Whyte discussed this condition with the applicant.

Stuart opened for public comments at 6:43 PM.

- Joe Amerson of 729 South 2nd Street commented that the lot could be reduced to a flag lot to limit the street improvement requirements.

6:46PM Stuart closed the public hearing portion.

City Attorney Tyler Yeoman-Millette discussed code conditions of development. Commissioners asked about alternatives for the applicant, and a performance bond was proposed as an option. Whyte and Yeoman-Millette suggested the addition of language to allow financial agreement/performance guarantee as an optional condition of approval to the applicant.

MOTION: Fernandez-Madrid /Turrell: to approve PAR 2023-01 Collier Partition with stated updates to condition language. Motion carried (7 Yes/0 No/0 Absent/0 Abstain).

B. Subdivision file #SUB 2023-02; 751 South 2nd St

6:08 PM

This item was moved to be discussed following item 3. A request for continuance was received for this item on December 11th 2023.

MOTION: Fernandez-Madrid /Nordstrom: to authorize continuance until December 11th, 2023. Motion carried (7 Yes/0 No/0 Absent/0 Abstain).

6. Commissioner Comments

7:15 PM

Commissioners asked when detention questions and storm drain plans can be addressed for the JR3 Phase. The City Attorney clarified that the City Engineer has to review and approve the design before any construction and discuss requirements for construction.

7. ADJOURNMENT

7:20 PM

The meeting adjourned at 7:20 PM.

ATTEST:

Julie Brandão, Customer Experience Specialist

Anthony Stuart, Planning Commissioner Chair



To: Members of the Planning Commission
From: Scott Whyte, Contract Planner for the City of Carlton
Subject: Continued Public Hearing for 2nd Street Preliminary Subdivision, SUB 2023-02
Date: December 4, 2023, for the December 11, 2023, meeting

Background / Summary

A public hearing for 2nd Street Preliminary Subdivision was scheduled and noticed for the November 13, 2023, Planning Commission meeting. Prior to opening the hearing, staff informed the Commission of the applicant's request for continuance which included a request not to open the hearing to receive testimony. The applicant provided a partial waiver of the 120-day timeframe (ORS 227.178) for continuance. The Commission continued accordingly to the date certain of December 11, 2023.

Materials provided to the Commission ahead of the November 13 meeting include a staff report (dated November 6, 2023) and the applicant's preliminary subdivision plan for 39 residential lots. The plans of November 13 showed 14 of these lots intended for single-family attached dwellings (duplex) and 25 lots intended for single-family detached dwellings.

New Exhibits to the Record including a Revised Subdivision Plan

On November 21, 2023, the city received the attached memorandum from the applicant's traffic engineer and a revised set of plans from the applicant. These items are new to the record and include the following:

- **Exhibit B-3** – Memorandum dated November 21, 2023, prepared by the applicant's traffic engineer, Todd E. Mobley, Lancaster Mobley.
- **Exhibit B-4** – Revised Plan Set (12 sheets) prepared by the applicant's civil engineer, AKS Engineering & Forestry LLC.

Exhibit B-3 (referred to herein as the memo) describes three alignment options of E. Taylor Street within the proposed subdivision site. These alignment options (identified as Options 1, 2 and 3) are illustrated in corresponding figures shown to the memo.

Exhibit B-4 is a full set of plans intended to implement Alignment Option 3 of the memo. Staff observe the revised plan to remove a portion of E. Taylor Street that the previous plan (of November 13) had shown stubbed to the western site boundary. The applicant's revised plan shows E. Taylor Street to connect / extend from the location where approved for JR Meadows 3 (property abutting to the east) and to intersect with S. 2nd Street within the applicant's site but not to extend further. The revised plan shows the same number of proposed lots (total of 39) together with the same number of proposed lots intended for attached and detached dwellings.

Supplemental Findings to the November 6, 2023, Staff Report for the November 13 hearing.

Page eight of the November 6 staff report identifies two key Carlton Development Code (CDC) standards pertaining streets. These standards (C of D of Section 17.64.030) are cited below.

From CDC 17.64- *Street Standards*

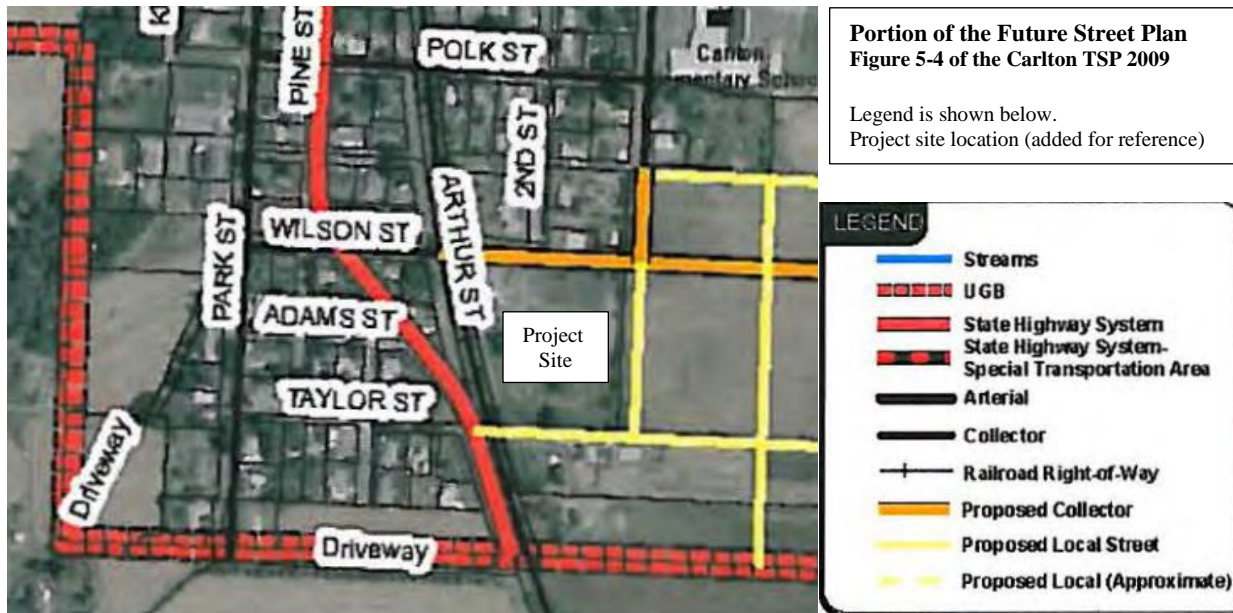
17.64.030 General Provisions

- C. Alignment. All streets other than minor streets or cul-de-sac, as far as practical, shall be in alignment with existing streets by continuation of the centerline thereof. The staggering of street alignments resulting in "T" intersections shall leave a minimum distance recommended by the city engineer.*
- D. Future Extension of Streets. In order to promote the development of an efficient network of city streets and connections to state and county roads, development shall provide future street extensions as shown on the Future Street Plan found in the Carlton Transportation System Plan.*

Supplemental Findings: The November 6 staff report includes findings in response to the standards in C and D above. In part, the November 6 report explains how the applicant's earlier proposal had shown non-alignment of E. Taylor Street within the subdivision, specific to the location of existing Taylor Street located on the west side of Highway 47. The applicant's earlier proposal also included two concept off-site connections of Taylor Street to Highway 47. One concept connection showed the need for adjusting the existing location of E. Taylor Street on the west side of Highway 47 to achieve future alignment with E. Taylor Street (on the east side Highway 47). The other concept connection showed E. Taylor Street resulting in a "T" intersection to Highway 47 if extended straight from the stub where proposed.

The November 6 staff report includes comments received from ODOT explaining (in part) how the future connections (referring to the concept connections) will be difficult for ODOT to approve as proposed alignment for E. Taylor Street differs from what is shown in the Carlton TSP. Staff observe how the applicant's memo (Exhibit B-3) and revised plan (Exhibit B-4) provide no further analysis of the earlier proposal shown for E. Taylor Street and the concept connections.

The November 6 staff report also included a portion of the Future Street Plan (a.k.a., Figure 5-4 of the Carlton TSP, 2009) specific to the subject property and vicinity. For reference, that portion of the TSP Future Street Plan is shown below. As explained in the November 6 report, at the project site, E. Taylor Street, classified as a *Proposed Local Street* (in yellow, below) is shown to connect with Highway 47 and to align with existing Taylor Street, located on the west side of Highway 47.



Supplemental Findings – Staff Review of Alignment Option 1: In review of the applicant’s memo (describing three alignment options) staff observe Alignment Option 1 (Figure 1 thereof) to identify 112 feet of distance between the centerline of E. Taylor Street (within the proposed subdivision) and the centerline of Taylor Street where approved within the JR Meadows 3 subdivision to the east. In review of Alignment Option 1, staff confirm that Taylor Street is shown consistent with the Future Street Plan (above). However, by positioning E. Taylor entirely along the south boundary of the site and not adjusting through the subdivision to where Taylor is approved with JR Meadows 3, the result is a “*staggering of street alignments resulting in “T” intersections*” as the standard in C describes and discourages. Staff also observe standard in C to reference “*existing streets*” and how that portion of E. Taylor Street, where approved in JR Meadows 3, does not exist (yet). As shown in Alignment Option 1, the western stub of E. Taylor Street aligns with existing Taylor Street (west side of Highway 47). Accordingly, to this portion of Option 1 staff finds the standards in C and D (above) met. Staff also observe no details provided for Option 1 (e.g., number of lots, shape, % intended for detached / attached, etc.). Plan details would be necessary for staff to review in support of Option 1.

Supplemental Findings – Staff Review of Alignment Option 2: Staff finds Alignment Option 2 (depicted in Figure 4 of the memo) to better meet the standard in C above as this plan shows streets aligned east and west and connected via centerlines thereof (i.e., to Taylor Street where approved for JR Meadows 3 and to Taylor Street where existing on the west of Hwy. 47). For Option 2, staff also observe how the street configuration shown for Taylor and 2nd streets within the subdivision could be modified further to show 2nd Street intersect with Taylor Street instead of the applicant’s proposal of having Taylor Street intersect with 2nd Street as shown. This would also meet the standards in C and D above. For Option 2 staff again observe no details provided (e.g., number of lots, shape, % intended for detached / attached, etc.). These plan details would be necessary for staff to review in support of Option 2.

Supplemental Findings – Staff Review of **Alignment Option 3**: In review of Alignment Option 3 (no extension of Taylor to the western boundary) staff finds the standard in C only applicable to alignment. If no street extension / stub of Taylor is proposed to the west (as Alignment Option 3 shows) the standard in C does not apply. However, staff finds the standard in D (Future Extension of Streets) to remain applicable and is not met in review of Option 3.

Supplemental Finding – Standard in D is clear and objective and does not support **Option 3**: Staff finds the standard in D of 17.64.030 to be clear and objective for the following reasons:

- Standard in D contains the word “shall” meaning mandatory, per CDC 17.12.010.
- Standard in D specifically refers to Future Street Plan of the Carlton TSP and no other.
- Standard in D also refers to the “...network of city streets and connections to state and county roads...” and the corresponding Future Street Plan (above) shows connection of Taylor Street to State Highway 47, aligned with existing Taylor Street to the west.

Alignment Option 3 provides some extension of E. Taylor Street through the site but does not fully extend the street to a point that enables future connection consistent with the Future Street Plan. If the city approves Option 3 and later decides that such connection is desired, two lots / dwellings shown to applicant’s revised plan (Exhibit B-4) would need to be purchased.

Supplemental Finding - Future Taylor connection to Hwy. 47 via applicant’s property is feasible. Staff further finds the applicant’s property uniquely located / situated to accommodate area needed to extend the planned segment of Taylor Street (to the western boundary) as part of the applicant’s subdivision plan, consistent with the Future Street Plan, for the following reasons:

- Alignment Options 1 and 2 of the applicant’s memo illustrate street centerlines and property boundaries. Moving Taylor south (off-site for other property to dedicate and construct in the future if /when developed) increases off-set alignment, further deviating from the direct east-west planned extension of Taylor Street as shown to the Future Street Plan. Staff finds the applicant’s site to provide a reasonably direct and feasible means of extending and connecting existing and approved street segments of Taylor (i.e., east as approved for JR Meadows 3 and west where existing on west side of Highway 47).
- Staff also observe the applicant’s property, and specifically that portion in proximity to the Hwy. 47 / Taylor Street intersection, to be relatively flat and is not shown to contain known sensitive areas (e.g., wetlands) or inventoried historical / cultural resources. Staff observe one power pole that would need to be moved at future date to accommodate the planned extension / connection of Taylor Street and that moving this pole is feasible.
- Staff also acknowledge the standard in F of CDC 17.64.030 where it explains how three-quarter streets may be approved in lieu of full street improvements on boundary streets when the city finds it to be practical to require the completion of the other one-quarter street improvement when the adjoining property is developed. In review of alignment options 1 and 2, staff observe how a remaining ¼ improvement of E. Taylor Street could be completed at a future date when the abutting property to the south is developed.

Staff agree with the memo observations about existing conditions at the Hwy. 47 / Taylor Street intersection. In part, the applicant's memo provides a photo of existing sight distance viewed from existing Taylor Street (looking north) at Highway 47. Staff finds these conditions to remain unchanged as the applicant's site is bounded by the former S.P.R.R right-of-way (west) and no connection of Taylor to Highway 47 is proposed as part of the applicant's subdivision proposal. With or without the stub of Taylor inside the project site, existing conditions remain unchanged.

Supplemental Finding - lack of Map Amendment application to support Alignment **Option 3**: If no stub of Taylor Street is provided to the west (as depicted in Alignment Option 3) staff finds a TSP map amendment application to be warranted for Option 3 as follows:

- Where Carlton TSP speaks to refinement of the Future Street Plan and how this *"plan is intended to provide some flexibility in alignments and primarily serve to define the desired level of connectivity in each area."* (p. 107, TSP, Future Street Locations) staff finds the words "some flexibility" not to include or encompass removal of a planned street connection via limited land use application (e.g., a subdivision in this case).
- Where the applicant's memo on Page 3 explains how "there is sufficient roadway capacity to serve the neighborhood, even without an E. Taylor Street connection." staff finds other topics worthy of consideration via plan map amendment, including the potential impact to emergency vehicle response time (i.e., fire / police) and emergency evacuation needs.

Supplemental Finding - Potential vehicle spillback as safety concern lacks data. As stated above, no connection of E. Taylor Street to Highway 47 is proposed via the subdivision proposal. Figures 3 and 5 of the applicant's memo show red and yellow lines, indicating potential vehicle queue that might block access or spill back onto Highway 47 if connection of E. Taylor Street were constructed in the future via alignment options 1 and 2. The memo concludes that Alignment Option 3 (no connection of Taylor Street / Hwy. 47) provides the safest transportation system for the city (page 4). Staff observe how queue methodology, circumstances, assumptions, and frequency of occurrence were not provided.

Supplemental Finding – ODOT review of Alignment Options Memo / Revised Plan Set. On November 22, 2023, staff routed the applicant's memo and revised plan set to ODOT. On December 1, 2023, ODOT replied to city staff via email, below:

"Thanks for the updates. We looked at the additional materials and all three options in the memo are acceptable because they either align with the existing street network or because they eliminate the connections altogether. It still appears that the developer will not be constructing anything across the former railroad, and as such they will still not be directly connecting to OR-47. Because of that, no additional approvals or permits will be needed from ODOT." [Casey Knecht, P.E. Region Access Management Engineer (Interim) ODOT Region 2, December 1, 2023]

As previously mentioned, in response to the applicant's previous subdivision proposal (subject to review on November 13) ODOT explained how the future connections (referring to concepts

shown to Hwy. 47) will be difficult approve as proposed alignment for E. Taylor Street differs from what is shown in the Carlton TSP. To that part of ODOT's recent email of December 1 (above) stating "...all three options in the memo are acceptable because they either align with the existing street network or because they eliminate the connections altogether." staff observe ODOT's minimum access spacing standards along state-maintained highways to be the matter and focus of consideration. The standard in D of 17.64.030 is part of the Carlton Development Code.

Public Written Statements

To the date of this memorandum, the city has not received additional written statements from the public. As part of the November 6 report, the Commission received a written statement from Joseph Amerson of 729 S. 2nd Street, Carlton, dated November 6, 2023 (Exhibit C-1). Also, on the meeting date of November 13, the Commission received a written statement from Anita R. White of 738 S. 2nd St. of 729 S. 2nd Street, Carlton (Exhibit C-2).

Both written statements raise concerns about the existing condition of 2nd Street north of the applicant's property, with one (Amerson's) questioning whether 2nd Street is to serve as primary access to the proposed subdivision. Additional concerns are raised with respect to heavy truck traffic along 2nd Street and how this may cause more damage and possibly a failure of existing sewer services.

Staff response to public written statements: Staff call attention to a proposed condition (1. g.) requiring the construction of JR Meadows 3 subdivision (as approved) prior beginning construction on the applicant's 2nd Street Subdivision. Staff also observe the off-site improvements specific to S. 3rd Street that are to be completed as part of the JR Meadows 3 subdivision (portion between W. Cleaveland Street and Polk Street). The plan for 2nd Street Subdivision shows additional dedication of right-of-way and construction of improvements to 3rd Street (¼ street improvement) opposite the ¾ street improvement to be constructed in JR Meadows 3.

Staff also observe the applicant's traffic engineer to include intersection capacity analysis and turn movement data specific to the intersection of S. 2nd Street at E. Polk Street. In part, applicant materials provided with the November 13 meeting packet (Exhibit B-1) include a supplemental memo by the applicant's traffic engineer, of September 26, 2023, stating (in part):

The intersection of S 2nd Street at E Polk Street is projected to operate acceptably through the 2026 site buildout year, with or without the nearby JR Meadows No. 3 Subdivision constructed. No capacity related mitigation is necessary or recommended at the intersection as part of the S 2nd Street Subdivision application.

With the applicant's plan showing full street improvements within the site and analysis indicating no capacity-related mitigation is necessary at the intersection of 2nd Street at E. Polk Street, staff is unable to make findings in support of additional improvements within the existing right-of-way of 2nd Street located off-site, away from the development site. In part, staff acknowledge the "rough proportionality" test as described in the U.S. Supreme Court case of *Dolan v. City of Tigard*

(1994). A key ruling of this case places the burden on municipalities to make “*some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.*” In review of the applicant’s subdivision proposal, staff makes these findings in support of required street improvements inside the subject property and for completing the remaining ¼ street improvement of 3rd Street where abutting right-of-way / improvements identified as part of JR Meadows 3. However, staff is unable find in support for additional off-site improvements beyond that identified by the applicant for 2nd Street. Sheets P-07 and P-08 of the applicant’s plan set illustrate the extent of off-site improvements to 2nd Street (paving applied at width of 20 feet).

Although not proposed, staff does not recommend restricting vehicle access to 2nd Street (e.g., a barrier). As mentioned herein, street access /connections are important for emergency vehicle response time and for emergency evacuation needs. Off-site street improvements to 2nd Street will be subject to further review by the City Engineer when construction plans are provided to the city, after preliminary approval. Staff observe another proposed condition (1.i.) requiring improvements to 2nd Street (off-site) to have a smooth, sloped transition.

Conclusions and Recommendations

For the reasons explained above, staff conclude alignment Options 2 and 3 of the applicant’s memo to demonstrate compliance with the standards in C and D of 17.64.030 and observe how only Option 2 shows aligned connection of Taylor Street at both locations (existing to the west and approved via JR Meadows 3 to the east) and is therefore preferred. As Alignment Options 1 and 2 lack sufficient detail for staff to support, staff is unable to recommend approval of SUB 2023-02 currently.

Staff further conclude Alignment Option 3 does not fully extend E. Taylor Street to a point that enables future connection consistent with the Carlton TSP Future Street Plan. Option 3 includes the applicant’s revised plan (Exhibit B-4) which provides sufficient detail, but staff does not recommend approval of this plan based on the findings herein (specific to D of CDC 17.64.030). Furthermore, staff conclude that Option 3 warrants plan map amendment which is not sought.

As previously mentioned, the applicant provided partial waiver of the 120-day timeframe (ORS 227.178) via continuance request. Accordingly, the 120-day clock has stopped for a period 28 days. Below is a provision from the Carlton Development Code that limits the extent to which the Commission can continue a hearing before rendering a decision.

17.196.010 - General provisions.

B. The Planning Commission may continue a public hearing for additional, information, testimony or for decision, to its next regular meeting or to a special meeting. In no instance, however, shall the decision be continued more than sixty (60) days beyond the initial hearing date.

Staff observe December 11th to be 28 days beyond the initial hearing date and how the next regularly scheduled Commission meeting (January 8th) will be 56 days beyond the initial hearing date. Accordingly, if the hearing is again continued, a decision in 60 days from the date of initial hearing is possible. However, the question is whether the applicant can prepare detailed plans (reflective of memo alignment options 1 or 2) in roughly 15 days as staff would need time to review and prepare a report with findings at least one week before the January 8th meeting date.

Staff recommends the Commission open the hearing and receive public testimony. Because staff is unable to find in support of SUB 2023-02, the Planning Commission would need make alternative findings if the decision is to approve SUB 2023-02. If the decision is to approve, staff also recommends the following conditions.

1. **Prior to final plat approval**, detailed design drawings and specifications for all water, sanitary sewer, storm drainage, street improvements, grading and erosion control, property and street centerline monuments and subdivision benchmarks shall be prepared by a registered professional engineer and submitted to the City Engineer for approval prior to constructions of any improvements. Other items, identified below, shall be accomplished prior to final plat approval.
 - a. All utility easements shall be shown on the final plat and at a minimum shall conform to the requirements of Development Code Section 17.76.
 - b. The installation of street name signs and traffic control signs is required at locations determined by the City and shall be of a type required by City standards.
 - c. The installation of underground electric service, light standards, wiring, and lamps for streetlights of a type required by City standards following the making of necessary arrangements with the serving electric.
 - d. Curb cuts and driveway installations by the developer shall be according to the City standards.
 - e. If required by the Fire Chief, provide a temporary turnaround on E. Wilson Street, at the west end that meets requirements of the Fire Chief.
 - f. Vision clearance areas shall be provided on corner lots, as outlined in CDC 17.92.080. These standards shall be shown to the final construction plans.
 - g. JR Meadows 3 subdivision (city case file SUB 2023-01) must be constructed as approved prior beginning construction on Second Street Subdivision.
 - h. The final design plans will be required to have erosion control.

- i. The street width changes on 2nd Street shall have a smooth, sloped transition.
- j. There shall be one ADA ramp on the south side of Taylor Street at the intersection of 2nd Street.
- k. Final fire hydrant locations will be adjusted per input from the Fire Chief.
- l. A geotechnical report is required for this design. Design and construction shall follow the recommendations of the geotechnical report.
- m. The storm system will need to be modified to avoid surcharges unless the applicant can provide justification approved by the City Engineer on the deeper pipelines. This may require detention.
- n. The drainage tiles through the subdivision will need to be removed or filled to prevent settlement. The applicant shall provide a drainage path/facilities for any tile that is upstream of the development.
- o. Upon completion of street improvements, centerline monuments shall be established and protected in monument boxes at every street intersection at all points of curvature, points of tangency of street center lines, and other points required by state law.
- p. Elevation benchmarks shall be set at intervals established by the City Engineer. The benchmarks shall consist of a brass cap set in a curb or other immovable structure.
- q. The applicant shall obtain a City of Carlton access permit for all new curb cuts within the subdivision.
- r. Street stubs shall be provided for E. Taylor and E. Wilson where these streets dead-end at the perimeter of the subject property.
- s. Notes to the final plat are to describe the intent and purpose of Tract A. If not dedicated to the City of Carlton, documentation recorded with the final plat is to include formation of Homeowners Association that is to be held responsible for continuous maintenance of Tract A. A landscape plan for Tract A is to be included as part of the future application for Site Design Review and a minimum of three street trees shall be planted within the Tract.

- t. Street trees planted in landscape strips shall be listed on the City Carlton Street Tree list.
- u. Bike lanes to Wilson Street and 3rd Street shall be painted to six-feet in width and two minimum 10-foot travel lanes, consistent with city street design standards.

2. Prior to issuance of building permits:

- a. A Site Design Review application shall be submitted and approved by the City for the block containing lots intended for single-family attached homes.
- b. The applicant shall demonstrate compliance with the landscaping standards of Section 17.84 at the time of Site Design Review for all attached dwellings and at building permit submittal for all detached dwellings.
- c. All dwellings shall comply with the setback standards of CDC Section 17.52.050 for the MX zone. Also, vehicle driveway access to all dwellings shall comply with CDC Section 17.100.030, describing a 50-foot driveway separation between individual driveways (for detached single-family dwellings) and 25-foot driveway separation between individual driveways (for attached single-family).
- d. All dwellings shall comply with the design standards of Section 17.106.030 A Residential Design Standards as illustrated on the approved elevations, at the time of building permit submittal.
- e. All lots fronting on multiple streets shall take access from the street with the lower classification unless the lot configuration does not allow for it.

3. Additional

- a. The City's WWTP system must have the biological capacity needed to accommodate the homes in this subdivision before building permits can be issued for the construction of homes or connection to the City's sanitary sewer system. The final plat may be recorded upon completion of the subdivision public improvements (or execution of an appropriate deferred construction agreement and posting of a performance bond) and recordation of covenants prohibiting the sale or offering of lots or homes for sale, negotiations for sale of homes or any form of marketing of lots or homes in the subdivision. Upon satisfaction of one of the two following conditions, as determined by the City Engineer, building permits may be issued and the covenant preventing marketing or sale of homes or lots will be terminated:
 1. The WWTP facility is connected to three phase power, and the biological capacity improvements are substantially complete and operational.

2. The study analyzing the capacity of the WWTP facility demonstrating that the facility has biological capacity to accommodate the homes in this subdivision is completed at Applicant's expense. The scope would be approved by the City, and the study would be reviewed and approved by the City. The applicant shall also pay for the cost of staff time. *

* Cost of staff time (under Condition 3.a.2, above) to include: 1) development and approval of the scope of work, 2) assistance during the study, and 3) review and approval of the study.

4. **Security Guarantee:** If the developer requests approval to record the final plat before all required improvements have been constructed and all conditions of approval have been met by the developer and accepted by the City, the developer shall provide a security guarantee in accordance with Section 17.216 Performance Agreement and satisfactory to the City that all improvements will be constructed in conformance with all City standards and ordinances and all conditions of approval will be satisfied.
5. **Final Plat:** Prior to expiration, the applicant shall submit three (3) identical reproducible copies of the final plat for signature. The final plat shall be submitted to the City in a form and with information consistent with Development Code Section 17.176.050 including monuments, benchmarks and other County survey and map standards, and State laws including ORS Chapter 92 for plats of record.

Motion Options

- A. Deny SUB 23-02, based on the findings contained in this report.
- B. Continue the hearing to a date / time certain (observing the 120-day period for issuing a final written decision which includes notice and appeal hearing time before Council).

To the above option, the applicant provided one partial waiver of the 120-day period. As explained above, staff does not recommend continuance beyond the next regularly scheduled meeting date of January 8th.

- C. Approve SUB 23-02, based on additional / supplemental findings of the Commission, subject to conditions of approval (above).
- D. Approve SUB 23-02, based on additional / supplemental findings of the Commission, subject to conditions of approval as modified by the Planning Commission (stating the modifications).

To the above motion options C and D, the Commission would have to make findings.

Memorandum

To: **City of Carlton Planning Commission**
 From: **Todd E. Mobley, PE**
 Date: **November 21, 2023**
 Subject: **SUB 2023-02; 2nd Street Subdivision – E Taylor Street Alignment Options**



EXPIRES: 12/31/2024

Introduction

This memorandum is written to address three potential options regarding the treatment of E Taylor Street within the 2nd Street Subdivision (SUB 2023-02). The three options range from a strict implementation of the alignment depicted in the City of Carlton’s Transportation System Plan (TSP) to not providing a future connection of E Taylor Street to Highway 47. Each of the three options are analyzed in detail below and detailed drawings are attached to this memorandum.

The following language from the TSP regarding the Future Street Plan should be carefully considered when examining each of the three alignments.

The future street plan will continue to be refined, as development occurs, and the site constraints and opportunities of each property are addressed. The plan is intended to provide some flexibility in alignments and primarily serve to define the desired level of connectivity in each area.

Alignment 1

The first alignment is a strict implementation of the graphical representation made in the future street plan in the TSP. This option ignores the language in the TSP regarding ongoing refinements as development occurs and as opportunities and constraints are addressed. Figure 1 to the right shows Alignment 1 and how it connects to the existing and planned transportation system.

The existing W Taylor Street intersection is a poor location to introduce a new street connection to Highway 47. The following safety considerations are noted:

1. The Taylor Street alignment as depicted in the TSP is skewed with Highway 47, complicating sight lines and turning movements to and from the highway.



Figure 1: Alignment 1, Strict TSP Implementation

2. S Arthur Street intersects Highway 47 at a very flat, skewed angle. With any option that includes a connection of Taylor Street, it is strongly recommended that highway access to S Arthur Street be closed. Without this closure, the intersection would become an unconventional five-legged intersection.
3. There is a speed zone transition approximately 400 feet south of the intersection and vehicles are observed to be traveling well in excess of the posted 30 mph speed at the subject intersection.
4. An E Taylor Street connection in this location would introduce the first access to the site and surrounding neighborhood east of the highway for northbound traffic. This would result in northbound right turns at the intersection being made in the speed zone transition, which is less safe than intersections to the north in the middle of the lower speed zone. Also, the skewed angle of the intersection would create a sharper right turn, resulting in slower turning movements leaving the highway, exacerbating the potential conflict between highway traffic and drivers turning right onto E Taylor Street.
5. Sight distance to the north from W Taylor Street is severely restricted and poses a significant risk for traffic entering the highway from the west. Construction of an east leg to the intersection would encourage vehicle movements crossing the highway, which would exacerbate the current safety concerns at the intersection. For this reason, it is strongly recommended that W Taylor Street be closed at Highway 47 if E Taylor Street is connected.
6. This option also creates an offset intersection of E Taylor Street with S 3rd Street at the east end of the site where it abuts the recently-approved JR Meadows 3 subdivision.
7. Alignment 1 also introduces an additional operational and safety concern, which is the potential for queuing on E Taylor Street impeding the flow of traffic entering the neighborhood and creating a queue spillback onto Highway 47. This is illustrated in Figure 3.

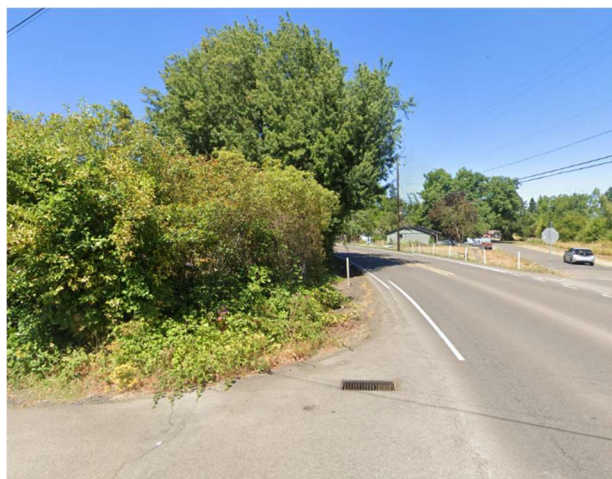


Figure 2: Poor Sight Distance from W Taylor Street

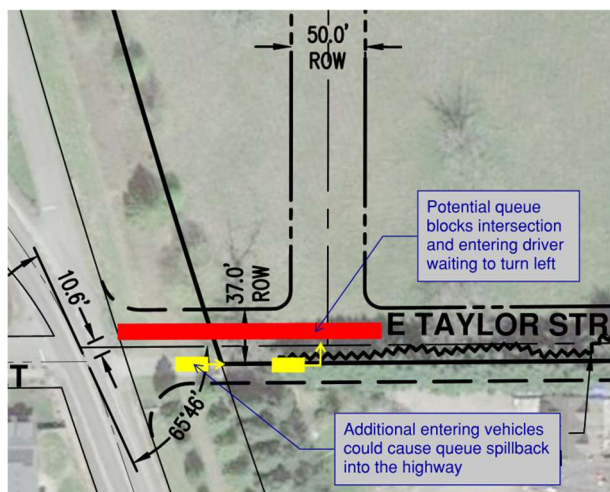


Figure 3: Alignment 1, Queuing & Traffic Flow

Alignment 2

The second alignment option provides for a future street connection opposite W Taylor Street as well as an aligned connection with E Taylor Street within the adjacent JR Meadows 3 subdivision to the east. Alignment 2 is shown in Figure 4 on the following page. The concerns described above regarding the safety implications of establishing an east leg to the intersection still apply. For this option, it is strongly recommended that both S Arthur Street and W Taylor Street be closed at the time that a connection from the east is made to Highway 47

for the same reasons that are described above.

Alignment 2 is proposed in this configuration as it offers the best solution for the intersection of S 2nd Street and E Taylor Street east of Highway 47. As shown in Figure 5 below, any potential queuing on S 2nd Street at E Taylor Street in Alignment 2 would not affect entering traffic, alleviating the concern of queues spilling back onto the highway raised for Alignment 1, above.

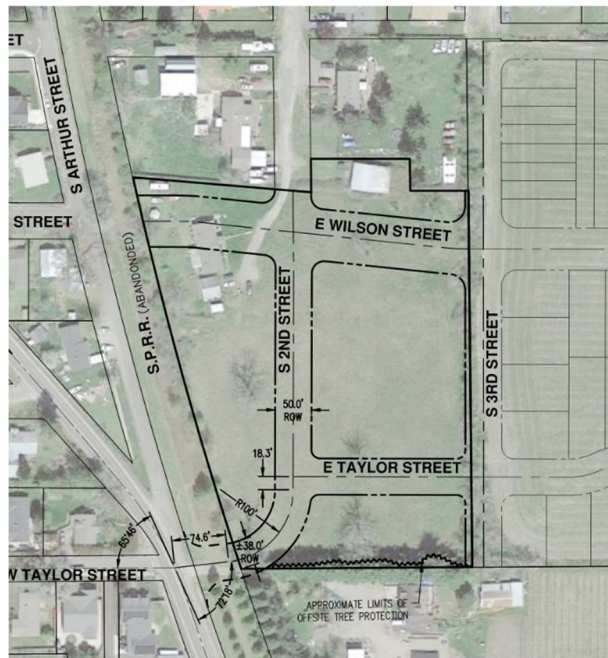


Figure 4: Alignment 2, S 2nd Street Connection

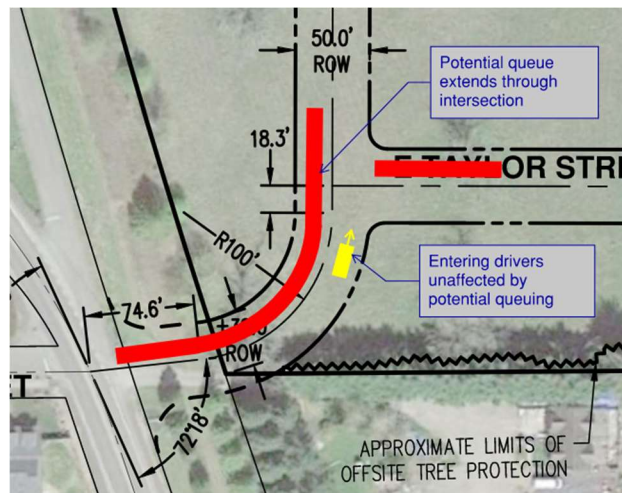


Figure 5: Alignment 2, Queuing & Traffic Flow

Alignment 3

The final option is to connect W Taylor Street with S 2nd Street within the project and not provide a street stub to the west for a future connection to the highway. This is proposed primarily due to safety concerns regarding the future connection of E Taylor Street to the highway, as explained in detail previously. Of the three options, Alignment 3 offers the safest transportation system. Figure 6 on the following page shows Alignment 3.

Street Capacity

Without a connection of E Taylor Street to Highway 47, the capacity of the surrounding streets was considered. With the relatively low density of the JR Meadows 1-3 subdivisions to the east and northeast, the total number of trips to and from this developing neighborhood will be lower than what was considered in the TSP, which was adopted 14 years ago in 2009. In the TSP, it is important to note that Taylor Street is a local residential street. E Wilson Street and S 7th Street are both designated as collectors, which are intended to carry higher traffic volumes than residentially local streets. With the increased carrying capacity of these collector streets, there is sufficient roadway capacity to serve the neighborhood, even without an E Taylor Street connection.

The TIA for the project shows that the streets and intersections serving the neighborhood that provide access out to arterial streets such as Highway 47 to the west and Main Street to the north operate with low delay,



favorable level of service, and volume-to-capacity ratios that are well within acceptable limits.¹ This is for build-out conditions that also include all trips from JR Meadows 1, 2, and 3 as well as a regional growth rate.

Lastly, there is still an opportunity for another street connection to the south of the site, should it be determined that another street connection is desirable. Electing to not force a future connection of E Taylor Street to Highway 47 in a poor location would not preclude another future street connection to the south, serving the same neighborhood.

Summary & Conclusion

A TSP is a planning document that is intended to guide the implementation of needed infrastructure as development occurs within a community. Carlton's TSP is no different and provides direct language indicating that the plan is intended to be flexible and should be refined as specific development occurs. It is within this context that the three alignment options presented here are considered.

Alignment 1:

- Provides a strict implementation of the graphical representation made in the future street plan in the TSP.
- Closure of both Arthur Street and W Taylor Street is strongly recommended.
- Creates substandard intersection spacing along S 3rd Street.
- Of the three alignments, this is the least safe option.

Alignment 2:

- Facilitates a future street connection with Highway 47 at W Taylor Street.
- Closure of both S Arthur Street and W Taylor Street is strongly recommended.
- Even with street closures, this option is less safe than Alignment 3.

Alignment 3:

- Provides the safest transportation system for the City of Carlton.
- Facilitates a future collector-level connection to Highway 47 with E Wilson Street and provides sufficient carrying capacity to serve this neighborhood.
- Still allows an additional street connection to Highway 47 south of the site if that is determined to be desirable in the future.

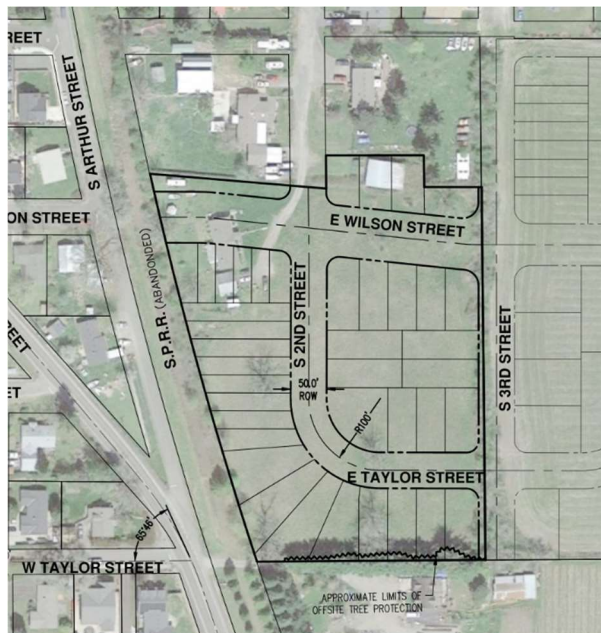


Figure 6: Alignment 3, E Wilson Connection Only

¹ Table 7 from *S 2nd Street Subdivision*, Transportation Impact Analysis, dated February 6, 2023

Based on the above considerations, Alignment 3 is recommended. A strict adherence to the TSP and ignoring its intended and directly stated flexibility would provide the least safe option. This is not intended to discredit the TSP or imply that it is incorrect. Rather, it is an indication that the apparent best solutions for a planning-level document in 2009 differ from solutions that are the result of a detailed engineering-level analysis in 2023. In fact, the TSP anticipates this possibility and provides direction accordingly.

We respectfully request approval of the proposed subdivision with Alignment 3.

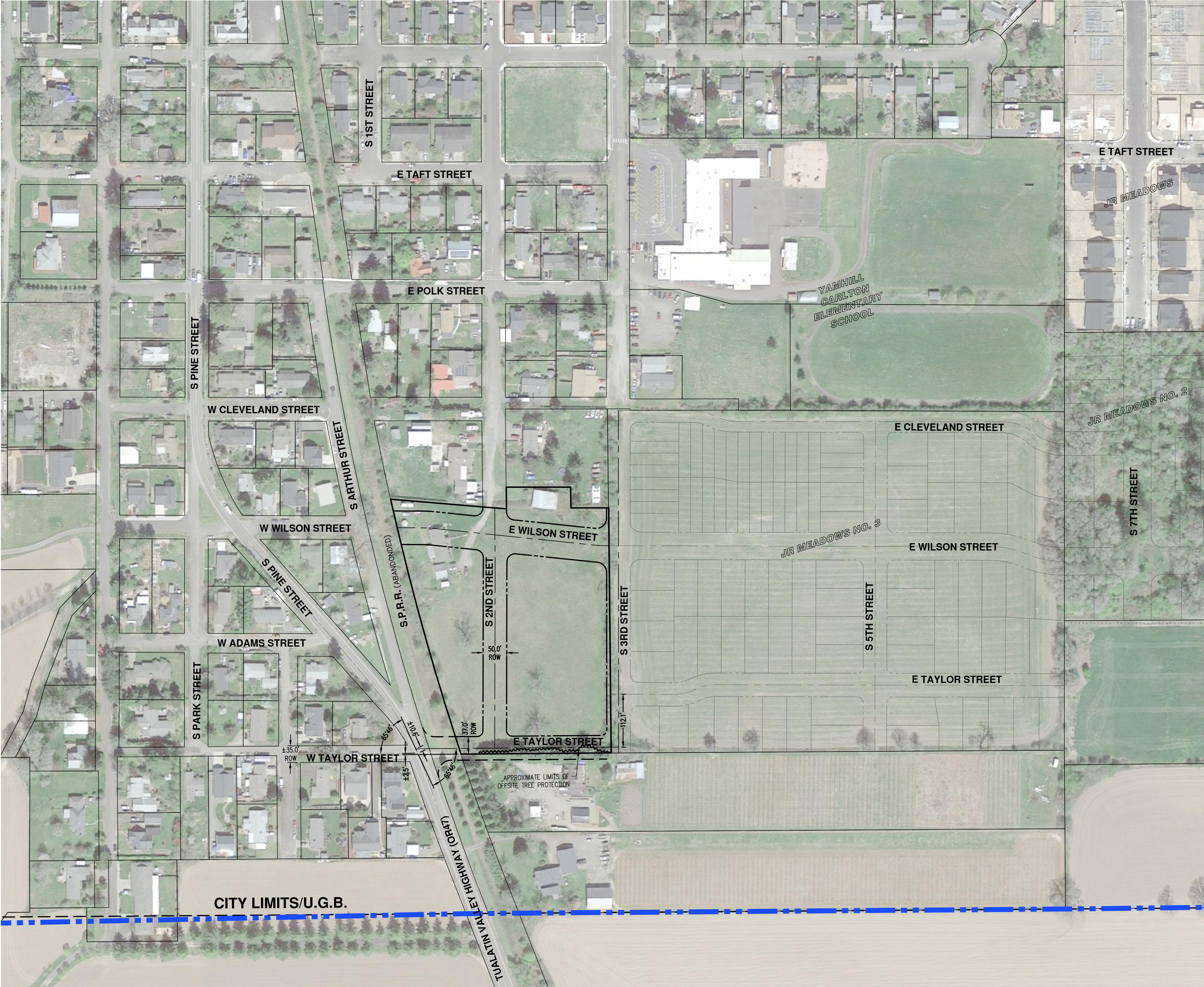




AKS ENGINEERING & FORESTRY, LLC
12865 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

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FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

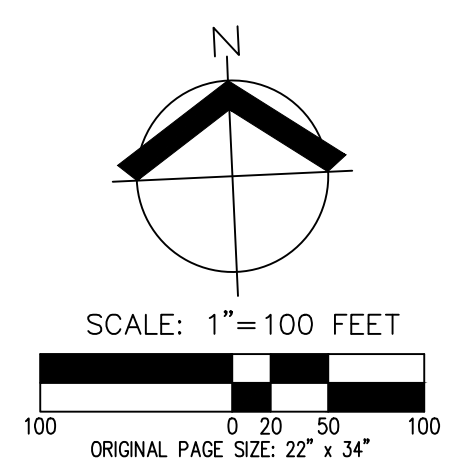
- ASSUMPTIONS AND DISCLAIMERS:**
1. OFF-SITE PROPERTY LINES AND RIGHT-OF-WAY LINES ARE BASED ON GIS INFORMATION AND ARE CONSIDERED APPROXIMATE.
 2. THIS MAP IS FOR PRELIMINARY ILLUSTRATIVE PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY OF OFF-SITE PROPERTIES.
 3. THE AERIAL PHOTO SHOWN IS FROM 2021.



**CONCEPTUAL E TAYLOR STREET ALIGNMENT 1
S 2ND STREET SUBDIVISION
CARLTON, OREGON**



RENEWAL DATE: 6/30/25
 JOB NUMBER: 4206
 DATE: 11/15/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH



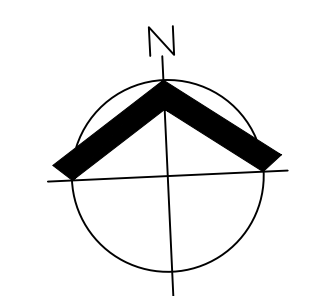
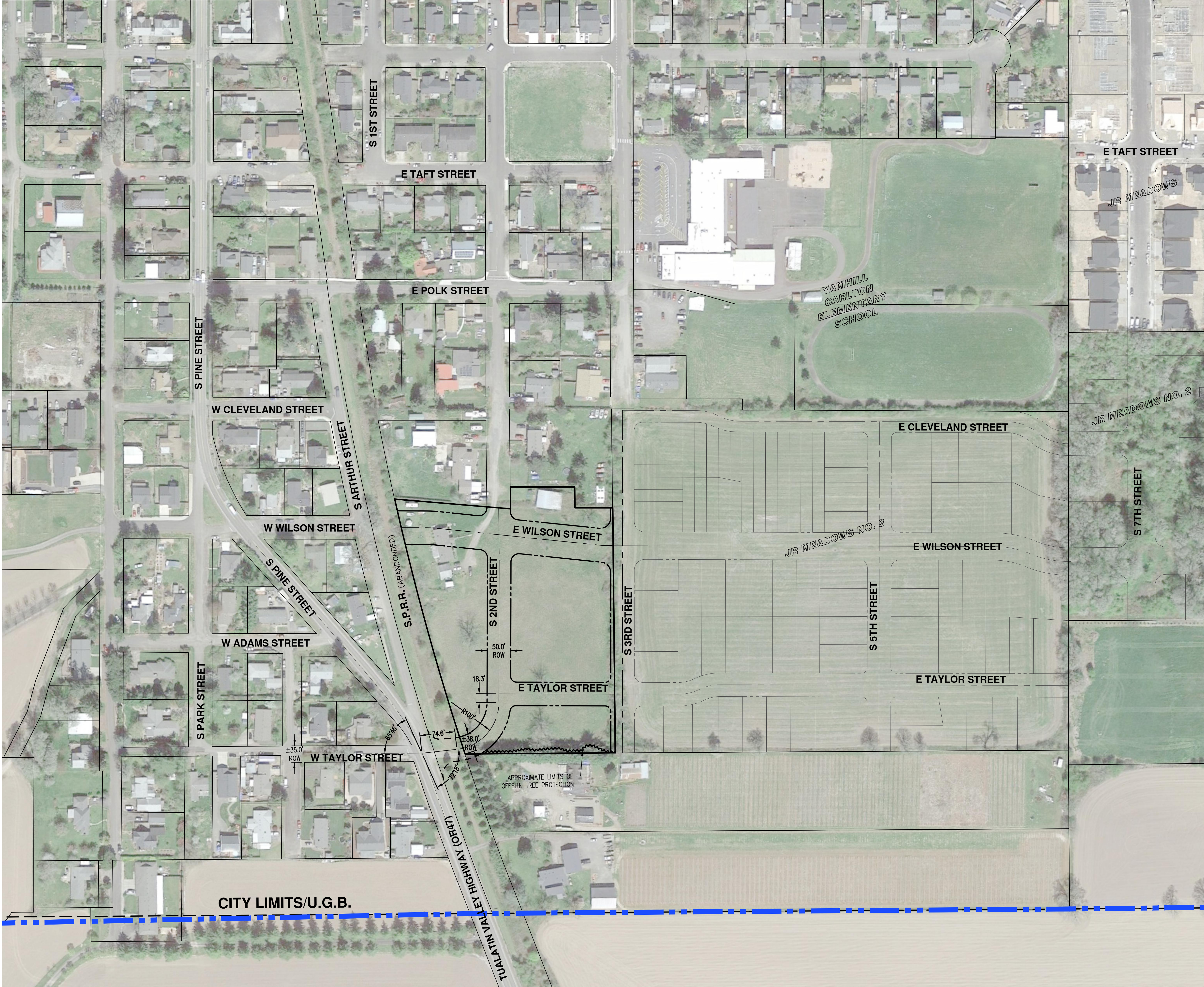


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3. THE AERIAL PHOTO SHOWN IS FROM 2021.



SCALE: 1"=100 FEET
0 20 50 100
ORIGINAL PAPER SIZE: 22" x 34"

**CONCEPTUAL E TAYLOR STREET ALIGNMENT 2
S 2ND STREET SUBDIVISION
CARLTON, OREGON**



JOB NUMBER: 4206
DATE: 11/10/2023
DESIGNED BY: CMS
DRAWN BY: NRA/JNW
CHECKED BY: MBH

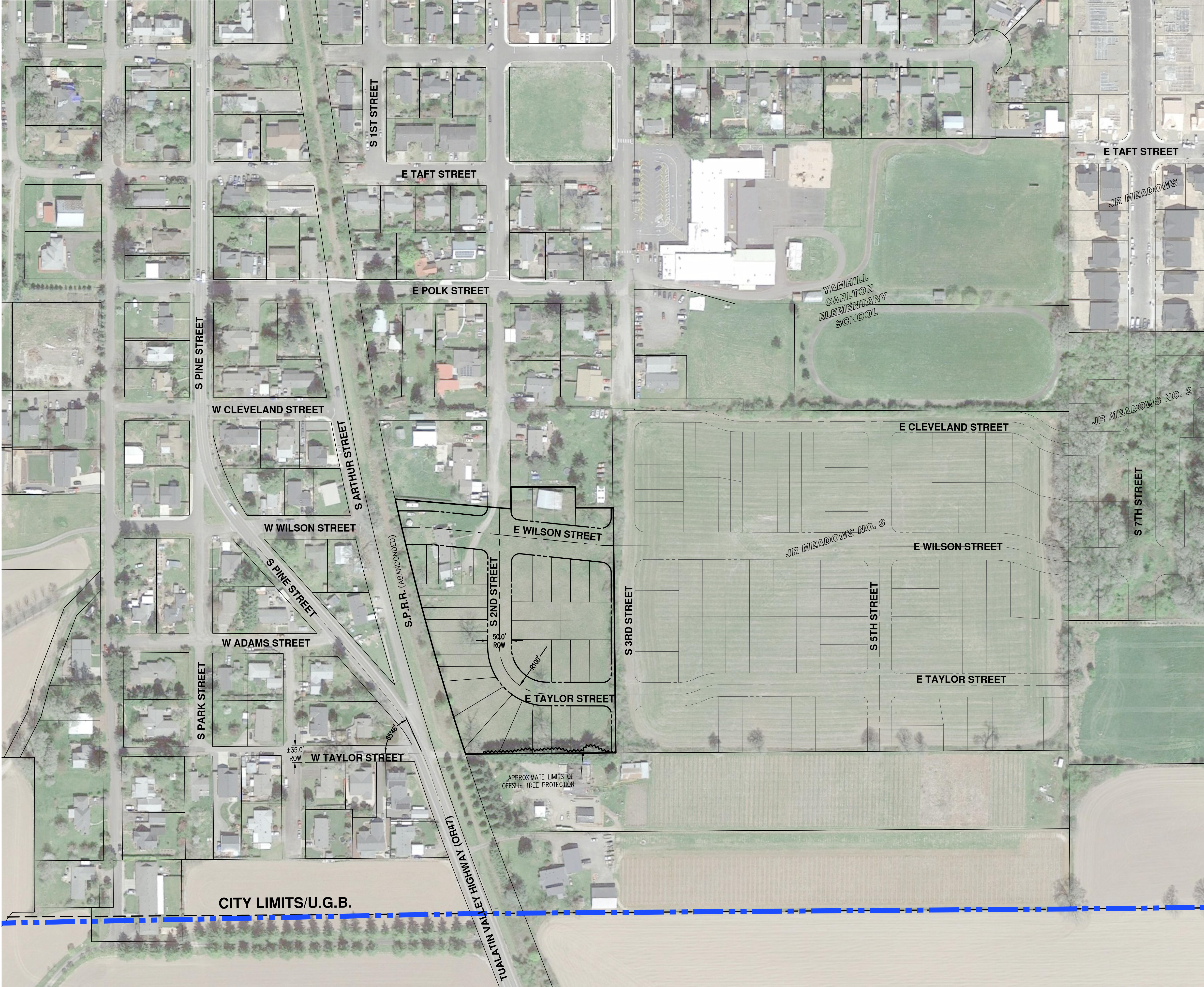


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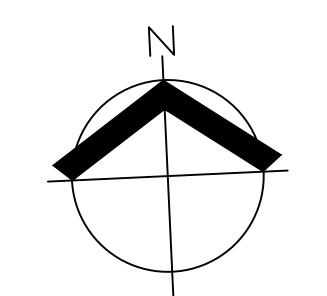
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ASSUMPTIONS AND DISCLAIMERS:

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2. THIS MAP IS FOR PRELIMINARY ILLUSTRATIVE PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY OF OFF-SITE PROPERTIES.
3. THE AERIAL PHOTO SHOWN IS FROM 2021.



**CONCEPTUAL E TAYLOR STREET ALIGNMENT 3
S 2ND STREET SUBDIVISION
CARLTON, OREGON**



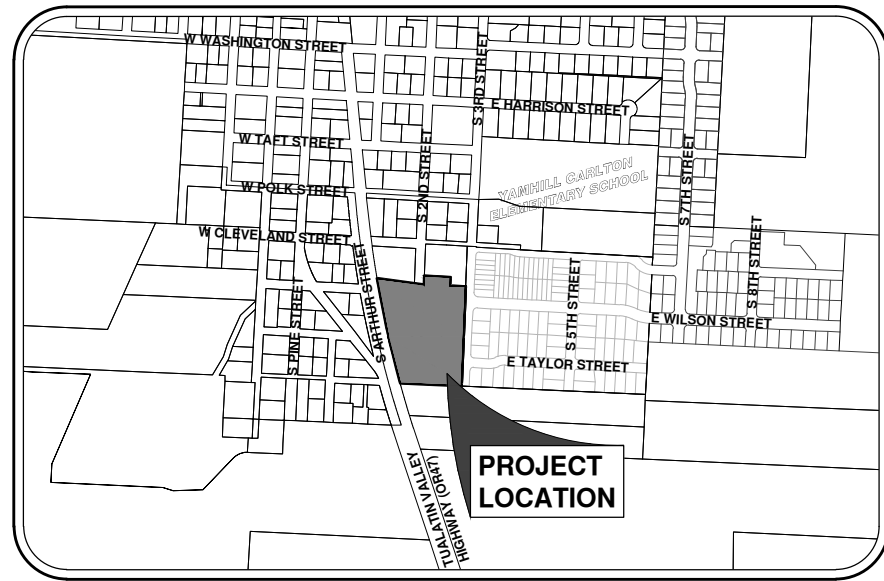
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 ORIGINAL PAPER SIZE: 22" x 34"



JOB NUMBER:	4206
DATE:	11/10/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH

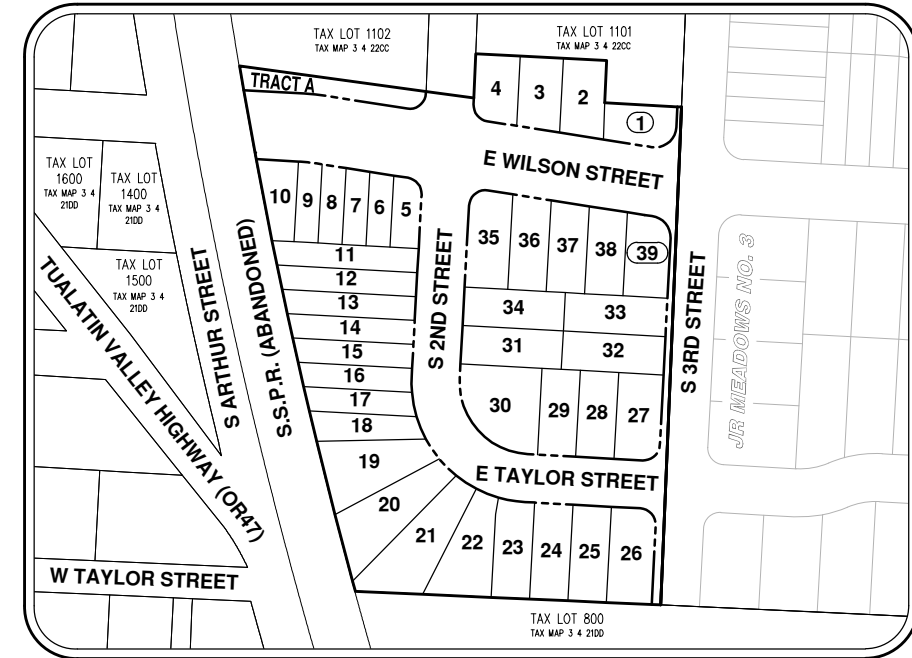
S 2ND STREET SUBDIVISION Exhibit B-4

PRELIMINARY PLANS



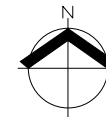
VICINITY MAP

SCALE: 1"=500'



SITE MAP

SCALE: 1"=100'



EXISTING		PROPOSED		EXISTING		PROPOSED	
DECIDUOUS TREE			STORM DRAIN CLEAN OUT			STORM DRAIN CLEAN OUT	
CONIFEROUS TREE			STORM DRAIN CATCH BASIN			STORM DRAIN CATCH BASIN	
FIRE HYDRANT			STORM DRAIN AREA DRAIN			STORM DRAIN AREA DRAIN	
WATER BLOWOFF			STORM DRAIN MANHOLE			STORM DRAIN MANHOLE	
WATER METER			GAS METER			GAS METER	
WATER VALVE			GAS VALVE			GAS VALVE	
DOUBLE CHECK VALVE			GUY WIRE ANCHOR			GUY WIRE ANCHOR	
AIR RELEASE VALVE			UTILITY POLE			UTILITY POLE	
SANITARY SEWER CLEAN OUT			POWER VAULT			POWER VAULT	
SANITARY SEWER MANHOLE			POWER JUNCTION BOX			POWER JUNCTION BOX	
SIGN			POWER PEDESTAL			POWER PEDESTAL	
STREET LIGHT			COMMUNICATIONS VAULT			COMMUNICATIONS VAULT	
MAILBOX			COMMUNICATIONS JUNCTION BOX			COMMUNICATIONS JUNCTION BOX	
			COMMUNICATIONS RISER			COMMUNICATIONS RISER	

	EXISTING	PROPOSED
RIGHT-OF-WAY LINE		
BOUNDARY LINE		
PROPERTY LINE		
CENTERLINE		
DITCH		
CURB		
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE		
OVERHEAD WIRE		
COMMUNICATIONS LINE		
FIBER OPTIC LINE		
GAS LINE		
STORM DRAIN LINE		
SANITARY SEWER LINE		
WATER LINE		

APPLICANT:

MAX & JANNETTE NARDONI
13800 NE BROOKSIDE LANE
CARLTON, OR 97111

**LAND USE PLANNING /
ENGINEERING / SURVEYING
FIRM:**

AKS ENGINEERING & FORESTRY, LLC
CONTACT: CODY STREET / SEAN VERMILYA
12965 SW HERMAN ROAD, SUITE 100
TUALATIN, OR 97062
PH: 503-563-6151

PROJECT LOCATION:

EAST OF THE INTERSECTION OF S ARTHUR STREET
AND OREGON STATE HIGHWAY 47

PROPERTY DESCRIPTION:

TAX LOT 1100, YAMHILL COUNTY ASSESSOR'S MAP
3S 4W 22, TOWNSHIP 3 SOUTH, RANGE 4 WEST,
LOCATED IN SECTION 22, WILLAMETTE MERIDIAN,
CITY OF CARLTON, YAMHILL COUNTY, OREGON

EXISTING LAND USE:

EXISTING SINGLE-FAMILY HOME WITH ACCESSORY
STRUCTURES

PROJECT PURPOSE:

RESIDENTIAL SUBDIVISION FOR 14 FUTURE ATTACHED
SINGLE-FAMILY HOMES AND 25 FUTURE DETACHED
SINGLE-FAMILY HOMES.

VERTICAL DATUM:

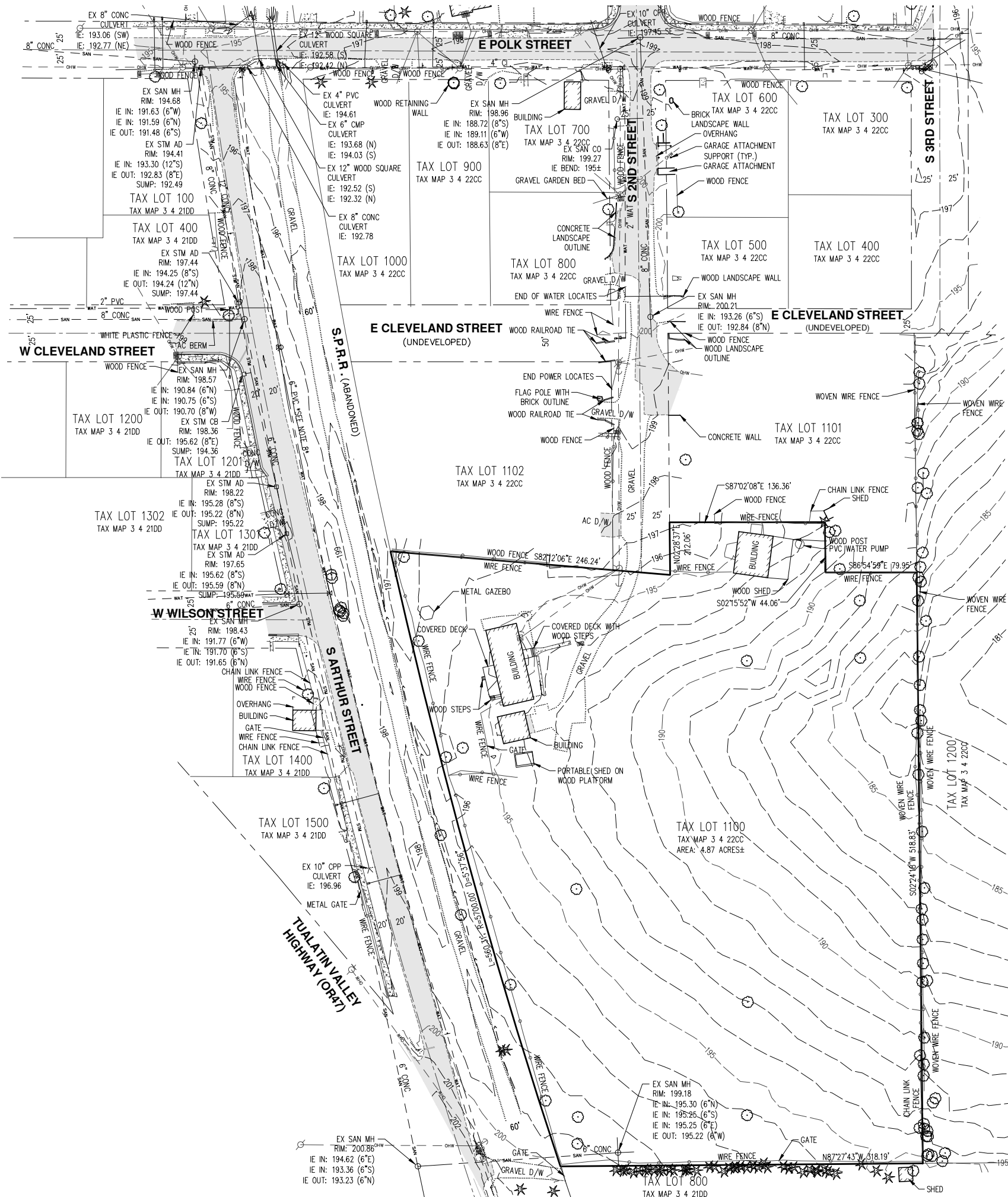
VERTICAL DATUM: ELEVATIONS ARE BASED ON NGS
MONUMENT U98 (PID RD0845) BEING A BRASS DISK SET IN
CONCRETE LOCATED 66 FEET EAST FROM THE CENTER OF
PINE STREET AND 32 FEET NORTH FROM THE CENTER OF
MAIN STREET.
ELEVATION = 202.08 FEET (NAVD 88)

SHEET INDEX

- P-01 COVER SHEET WITH LEGEND, VICINITY, AND SITE MAPS
- P-02 EXISTING CONDITIONS PLAN
- P-03 PRELIMINARY SUBDIVISION PLAT WITH FUTURE BUILDING SETBACKS
- P-04 CONCEPTUAL NEIGHBORHOOD CIRCULATION PLAN
- P-05 PRELIMINARY DEMOLITION PLAN
- P-06 PRELIMINARY GRADING AND EROSION CONTROL PLAN
- P-07 PRELIMINARY STREET PLAN
- P-08 PRELIMINARY STREET CROSS SECTIONS
- P-09 PRELIMINARY STREET PROFILES
- P-10 PRELIMINARY STREET PROFILES
- P-11 PRELIMINARY COMPOSITE UTILITY PLAN
- P-12 PRELIMINARY AERIAL PHOTOGRAPH PLAN



JOB NUMBER:	4206
DATE:	05/31/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH

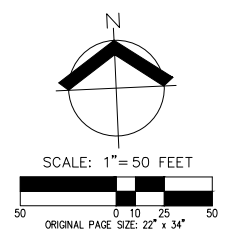


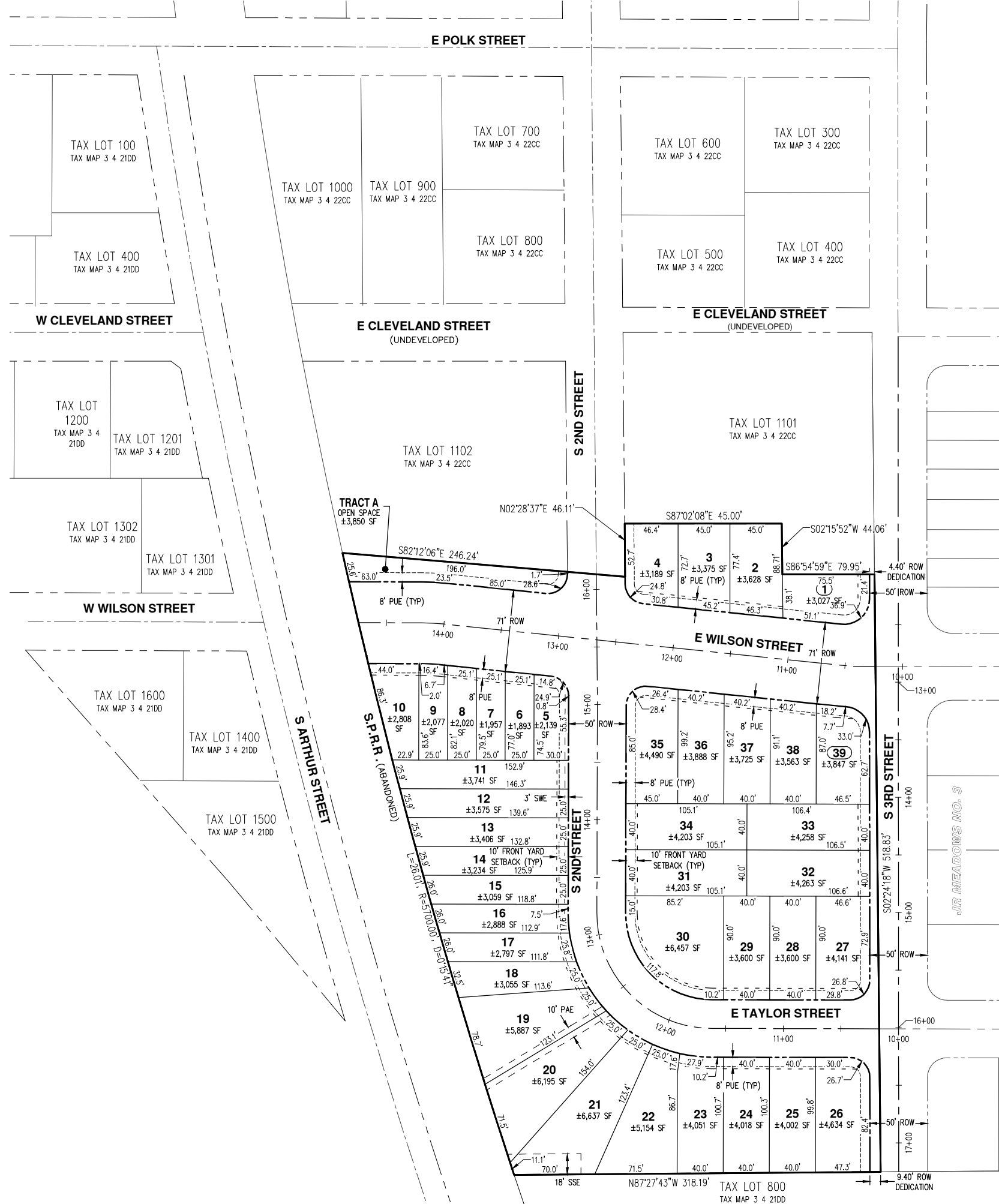
- NOTES:**
- UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 22128346, 22128347, & 22128348. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
 - FIELD WORK WAS CONDUCTED MAY 9-12, 2022.
 - VERTICAL DATUM: ELEVATIONS ARE BASED ON NGS MONUMENT U 98 (PID R00845) BEING A BRASS DISK SET IN CONCRETE LOCATED 66 FEET EAST FROM THE CENTER OF PINE STREET AND 32 FEET NORTH FROM THE CENTER OF MAIN STREET ELEVATION = 202.08 FEET (NAVD 88).
 - THIS IS NOT A PROPERTY BOUNDARY SURVEY TO BE RECORDED WITH THE COUNTY SURVEYOR. BOUNDARIES MAY BE PRELIMINARY AND SHOULD BE CONFIRMED WITH THE STAMPING SURVEYOR PRIOR TO RELYING ON FOR DETAILED DESIGN OR CONSTRUCTION.
 - BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
 - CONTOUR INTERVAL IS 1 FOOT.
 - TREES WITH DIAMETER OF 6" AND GREATER ARE SHOWN. TREE DIAMETERS WERE MEASURED UTILIZING A DIAMETER TAPE AT BREAST HEIGHT. TREE INFORMATION IS SUBJECT TO CHANGE UPON ARBORIST INSPECTION.
 - DEPICTED WATER LINES ARE PER THE OVERALL WATER DISTRIBUTION PLAN OF THE CITY OF CARLTON, BY TETRA TECH, DATED 4/28/2021. LOCATIONS ARE APPROXIMATE.
 - DEPICTED SANITARY LINES ARE PER THE OVERALL SANITARY SEWER PLAN OF THE CITY OF CARLTON, BY TETRA TECH, DATED 4/28/2021. LOCATIONS ARE APPROXIMATE.

**EXISTING CONDITIONS PLAN
 S 2ND STREET SUBDIVISION
 CARLTON, OREGON**

REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY NOT FOR CONSTRUCTION
 JANUARY 17, 2018
 KALINA S. KALINA
 89558PLS
 RENEWS: 6/30/25

JOB NUMBER: 4206
 DATE: 05/31/2023
 DESIGNED BY:
 DRAWN BY: MTB
 CHECKED BY: MK





EASEMENT LEGEND

PUE	PUBLIC UTILITY EASEMENT
PAE	PUBLIC ACCESS EASEMENT
SWE	SIDEWALK EASEMENT
SSE	PUBLIC SANITARY SEWER EASEMENT

NOTE:
 THE PURPOSE OF THIS PRELIMINARY SUBDIVISION PLAT IS TO SHOW LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL RECORDED FINAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES. ALL DIMENSIONS ARE SUBJECT TO CHANGE.

TRACT NOTES:
 1. TRACT A SHALL EITHER BE OWNED AND MAINTAINED BY A HOMEOWNERS ASSOCIATION AS OPEN SPACE OR DEDICATED TO THE CITY OF CARLTON AS A PARK.

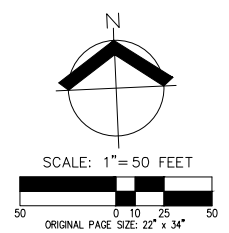
MIXED DENSITY RESIDENTIAL (MX) DEVELOPMENT STANDARDS:

- LOT DIMENSIONS:**
- NO MIN. LOT SIZE, EXCEPT AS LOT SIZE IS CONTROLLED BY OVERALL MX ZONE DENSITY AND LOT COVERAGE REQUIREMENTS.
 - MIN. LOT FRONTAGE - 25 FT
 - MAX. LOT FRONTAGE - 100 FT
 - MIN. ATTACHED LOT FRONTAGE - 6 FT/UNIT, MIN. 24 FT
 - MAX. ATTACHED LOT FRONTAGE - 30 FT/UNIT
- MIN. SETBACKS:**
- FRONT - 10 FT
 - ALLEY - 5 FT
 - PORCHES MAY EXTEND WITHIN FRONT SETBACK TO WITHIN 5 FEET OF FRONT PROPERTY LINE.
 - NO OTHER MIN. SETBACKS.
- LOT COVERAGE:**
- TOTAL LOT COVERAGE, INCLUDING BUILDINGS, ROOFED STRUCTURES, AND IMPERVIOUS PAVED SURFACES, SHALL NOT EXCEED 75%.
- DENSITY:**
- AVERAGE DENSITY OF 9 DWELLING UNITS (DU) PER ACRE OR LESS.
 - AT LEAST 25% OF UNITS MUST BE EITHER IN MULTI-FAMILY OR ATTACHED SINGLE-FAMILY STRUCTURES.

DENSITY CALCULATIONS:

GROSS SITE AREA = ±4.87 AC
 DENSITY = GROSS ACRES * DU/GROSS ACRE
 DU/GROSS ACRE = 9
 DENSITY = ±4.87 AC * 9 DU/GROSS ACRE
 = 43 UNITS
 MAXIMUM DENSITY PERMITTED = 43 UNITS
 ACHIEVED DENSITY = 39 UNITS / ±4.87 AC
 = 8.0 DU/GROSS ACRE
 % ATTACHED UNITS = 14 ATTACHED UNITS / 39 TOTAL UNITS
 = 35.9% ATTACHED SINGLE-FAMILY UNITS

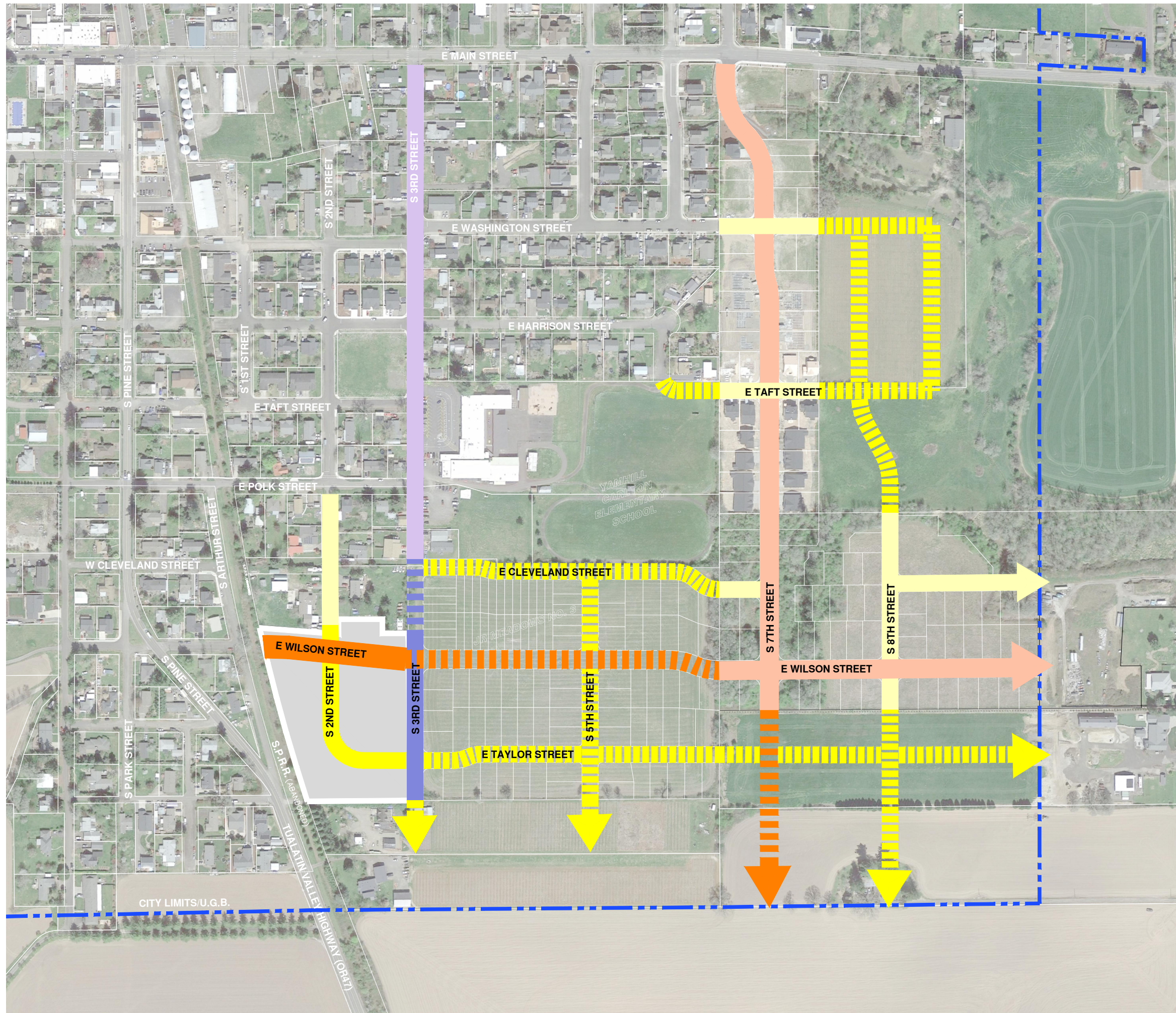
NOTE:
 THESE PLANS ASSUME THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENTLY WITH THIS SUBDIVISION.



PRELIMINARY SUBDIVISION PLAT WITH FUTURE BUILDING SETBACKS
S 2ND STREET SUBDIVISION
 CARLTON, OREGON



JOB NUMBER:	4206
DATE:	05/31/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH

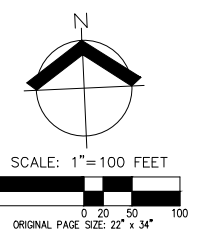


LEGEND:

CITY LIMITS/U.G.B.	
PROJECT SITE BOUNDARY	
PLANNED LOCAL STREET	
PLANNED COLLECTOR	
PLANNED SCHOOL-ZONE COLLECTOR	
CONCEPTUAL FUTURE LOCAL STREET (ON TSP)	
CONCEPTUAL FUTURE COLLECTOR (ON TSP)	
CONCEPTUAL FUTURE SCHOOL ZONE COLLECTOR (ON TSP)	
EXISTING LOCAL STREET	
EXISTING COLLECTOR	
EXISTING SCHOOL-ZONE COLLECTOR	

NOTES:

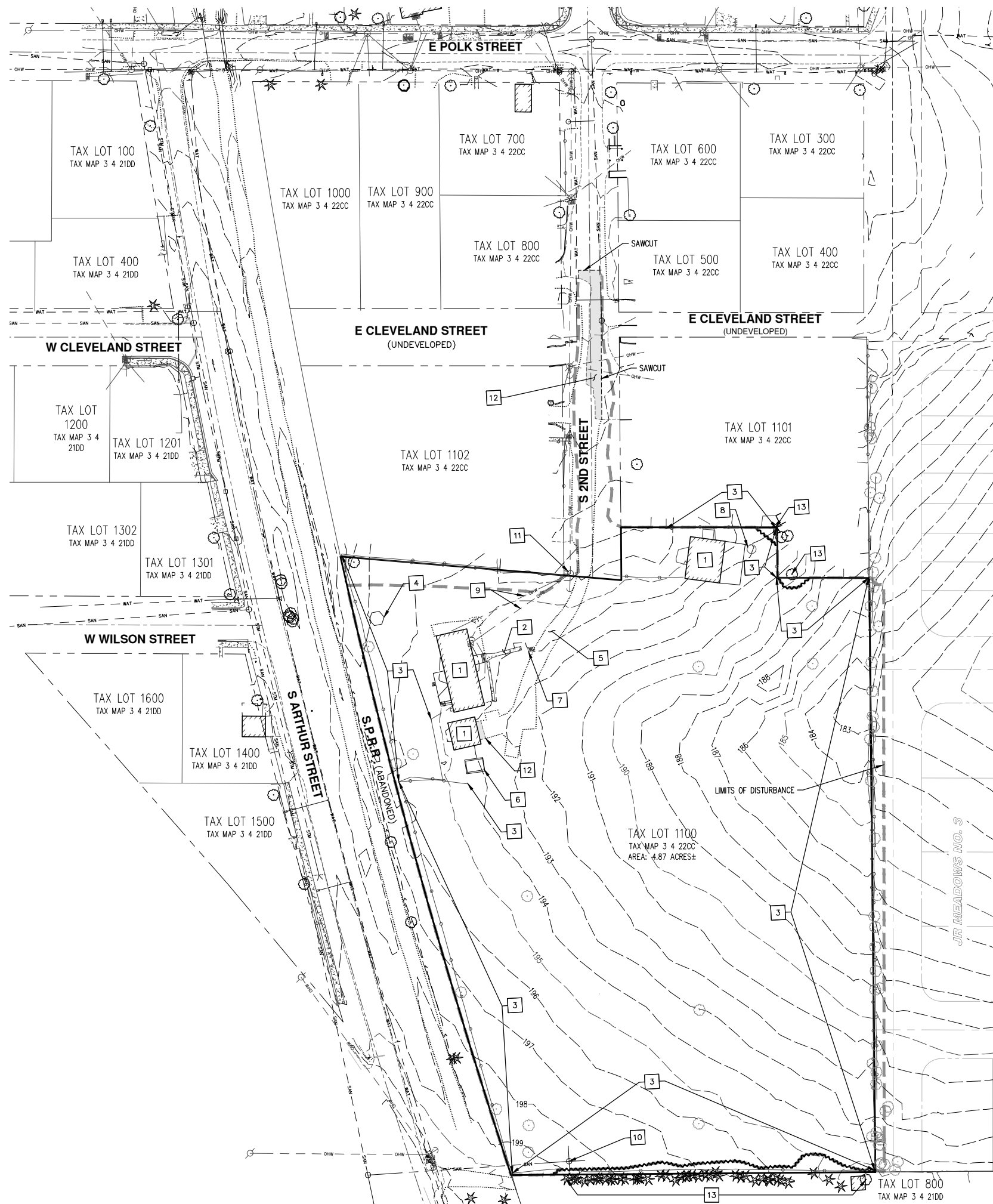
1. THIS PLAN IS INCLUDED TO MEET THE SUBMITTAL REQUIREMENTS FOR THE CITY OF CARLTON.
2. CONCEPTUAL FUTURE STREET LOCATIONS ARE SHOWN FOR ILLUSTRATIVE PURPOSES FOR THE LAND USE APPLICATION ONLY AND ARE NOT PROPOSED WITH THIS SUBDIVISION AND ARE NOT BINDING ON ANY OFF SITE PROPERTIES.
3. THIS DRAWING DOES NOT REPRESENT A FIELD VERIFIED TOPOGRAPHIC/PROPERTY BOUNDARY SURVEY.
4. DATA SOURCES FOR THIS CONCEPTUAL DRAWING INCLUDE INFORMATION EXTRAPOLATED FROM CITY OF CARLTON FUTURE STREET PLAN.
5. AREAS, DIMENSIONS, EASEMENT LOCATIONS, AERIAL PHOTO FEATURES, ETC. ARE CONSIDERED APPROXIMATE.



**CONCEPTUAL NEIGHBORHOOD CIRCULATION PLAN
S 2ND STREET SUBDIVISION
CARLTON, OREGON**



JOB NUMBER:	4206
DATE:	05/31/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH



LEGEND

EXISTING GROUND CONTOUR (1 FT)	--- 194 ---
EXISTING GROUND CONTOUR (5 FT)	--- 195 ---
LIMITS OF DISTURBANCE	---
EXISTING TREE TO REMAIN	⊛
EXISTING TREE TO BE REMOVED	⊙
ASPHALT PAVEMENT TO BE REMOVED	▭
TREE PROTECTION FENCE	~

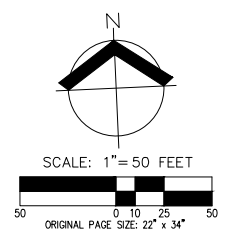
DEMOLITION KEYED NOTES

1. REMOVE EXISTING BUILDING.
2. REMOVE EXISTING CONCRETE.
3. REMOVE OR RELOCATE EXISTING FENCE.
4. REMOVE EXISTING GAZEBO.
5. REMOVE EXISTING GRAVEL DRIVEWAY AND PARKING AREA.
6. REMOVE EXISTING SHED.
7. REMOVE EXISTING MAILBOX.
8. REMOVE EXISTING WATER PUMP. SEE NOTE 1 BELOW.
9. REMOVE EXISTING OVERHEAD WIRE.
10. PRESERVE EXISTING SANITARY MANHOLE. CAP OR REMOVE ANY UNUSED STUBS.
11. REMOVE OR RELOCATE EXISTING UTILITY POLE AND GUY WIRE, COORDINATE WITH PGE.
12. SAWCUT AND REMOVE EXISTING PAVEMENT.
13. EXISTING OFFSITE/LINE TREE TO BE PRESERVED. SEE NOTE 2 BELOW.

NOTE:

1. ANY EXISTING SANITARY SEWER SEPTIC SYSTEMS AND DRAIN FIELD AN/OR WATER WELLS FOUND ON SITE SHALL BE DECOMMISSIONED PER APPLICABLE REQUIREMENTS.
2. ARBORIST OBSERVATION RECOMMENDED DURING ANY DEMOLITION ACTIVITIES DONE BEHIND THE TREE PROTECTION FENCE.

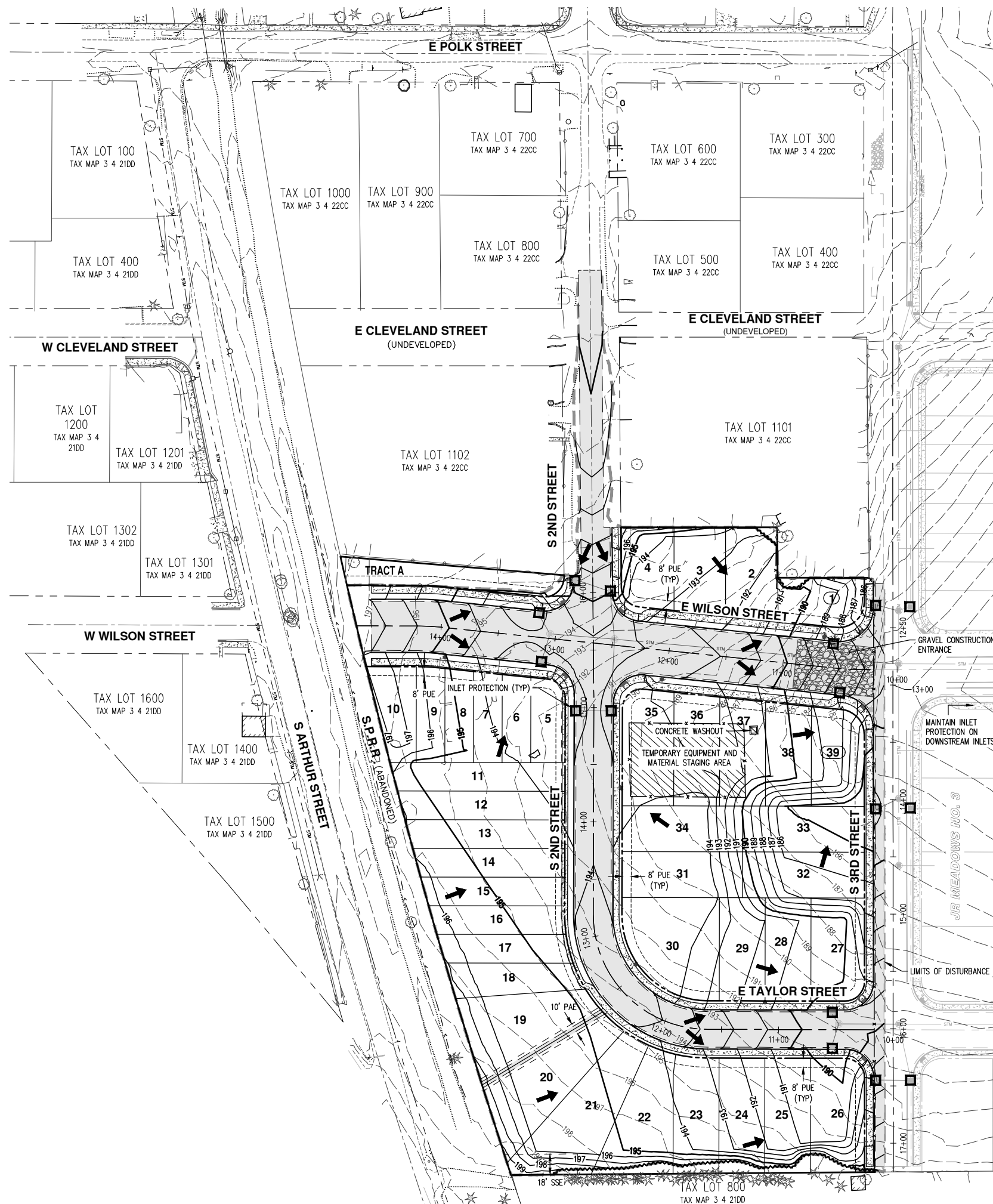
NOTE:
 THESE PLANS ASSUME THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENTLY WITH THIS SUBDIVISION.



**PRELIMINARY DEMOLITION PLAN
 S 2ND STREET SUBDIVISION
 CARLTON, OREGON**



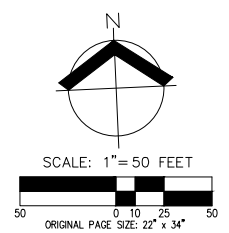
RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
DATE:	05/31/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH



EASEMENT LEGEND	
PUE	PUBLIC UTILITY EASEMENT
PAE	PUBLIC ACCESS EASEMENT
SWE	SIDEWALK EASEMENT
SSE	PUBLIC SANITARY SEWER EASEMENT

LEGEND	
EXISTING GROUND CONTOUR (1 FT)	--- 189 ---
EXISTING GROUND CONTOUR (5 FT)	--- 190 ---
FINISHED GRADE CONTOUR (1 FT)	— 189 —
FINISHED GRADE CONTOUR (5 FT)	— 190 —
SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)	- x - x -
INLET PROTECTION (TYP)	□
CONCRETE WASHOUT AREA	▣
DRAINAGE FLOW DIRECTION	→
GRAVEL CONSTRUCTION ENTRANCE	▨
LIMITS OF DISTURBANCE	- - - - -
TREE PROTECTION/CONSTRUCTION FENCE	~ ~ ~ ~ ~
EXISTING TREE TO REMAIN	★

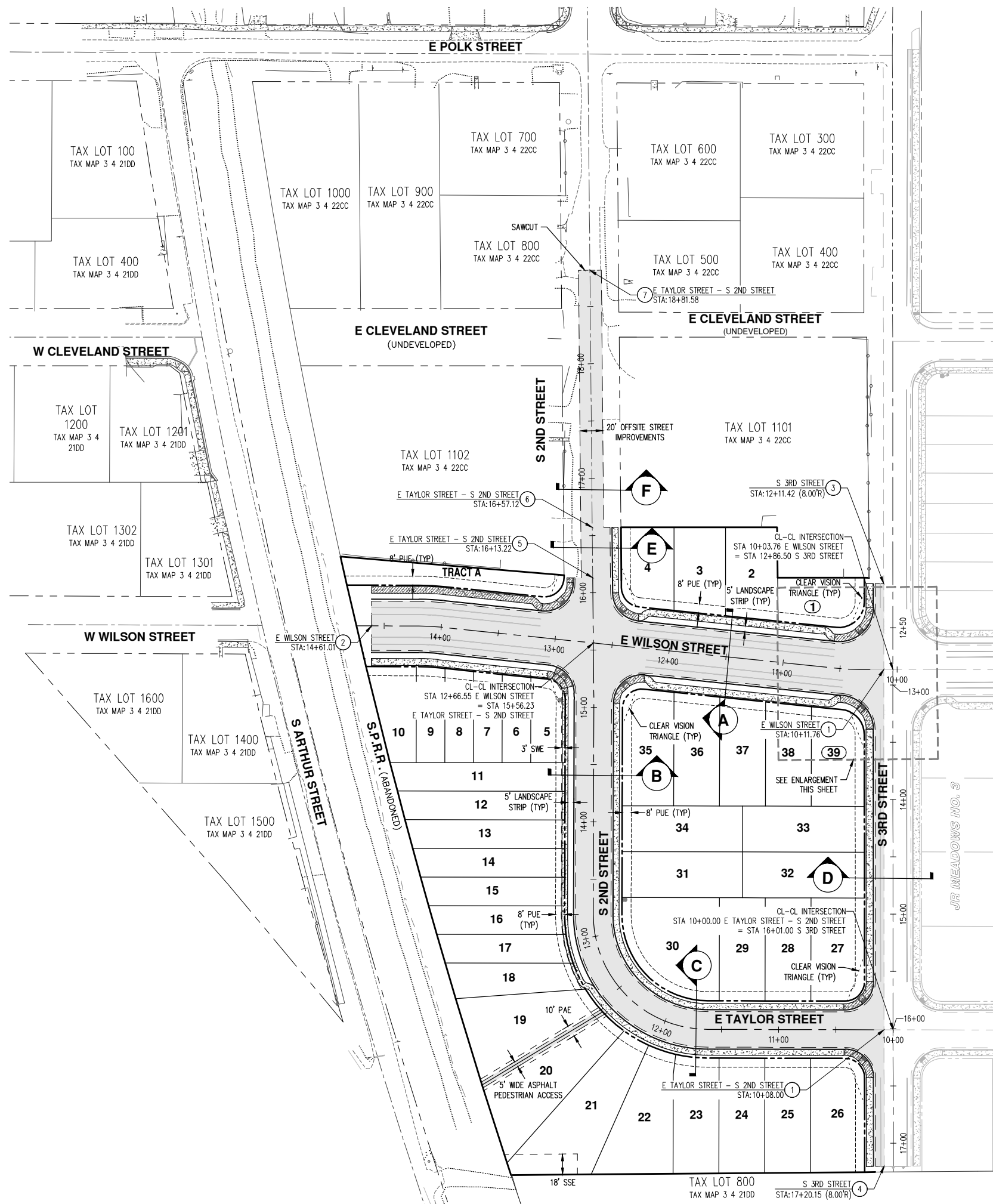
NOTE:
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PRELIMINARY GRADING AND EROSION CONTROL PLAN
S 2ND STREET SUBDIVISION
CARLTON, OREGON



RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
DATE:	05/31/2023
DESIGNED BY:	CMS
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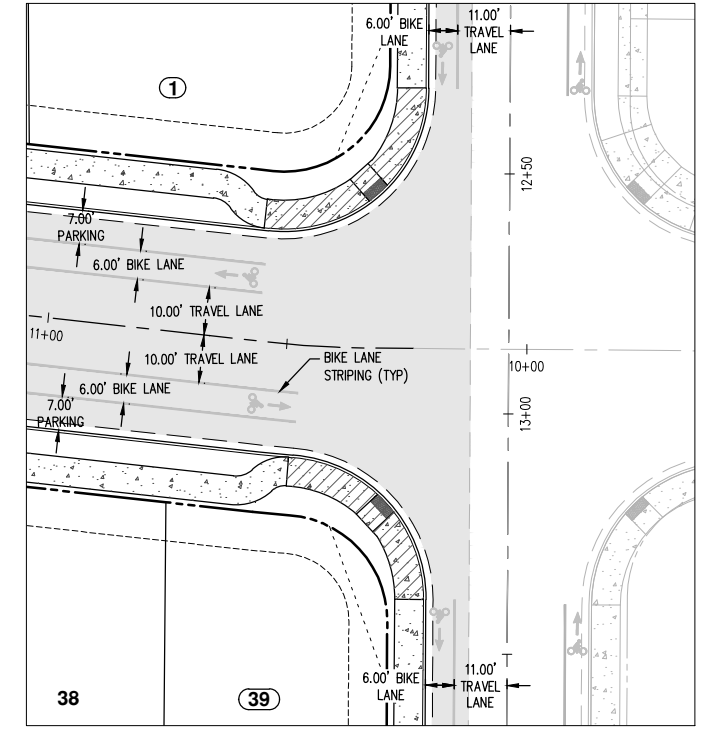
EASEMENT LEGEND

- PUE PUBLIC UTILITY EASEMENT
- PAE PUBLIC ACCESS EASEMENT
- SWE SIDEWALK EASEMENT
- SSE PUBLIC SANITARY SEWER EASEMENT

LEGEND

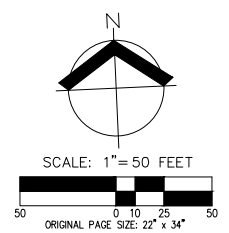
- [Pattern] SIDEWALK TO BE INSTALLED BY HOMEBUILDER
- [Pattern] SIDEWALK TO BE INSTALLED BY CONTRACTOR
- [Pattern] NEW AC PAVEMENT
- [Dashed Line] SAWCUT LINE

- KEYED NOTES**
1. BEGIN STREET IMPROVEMENTS.
 2. END STREET IMPROVEMENTS.
 3. BEGIN PARTIAL STREET IMPROVEMENTS.
 4. END PARTIAL STREET IMPROVEMENTS.
 5. END FULL STREET IMPROVEMENTS. BEGIN 3/4 STREET IMPROVEMENTS.
 6. END 3/4 STREET IMPROVEMENTS. BEGIN OFFSITE STREET IMPROVEMENTS.
 7. END OFFSITE STREET IMPROVEMENTS.



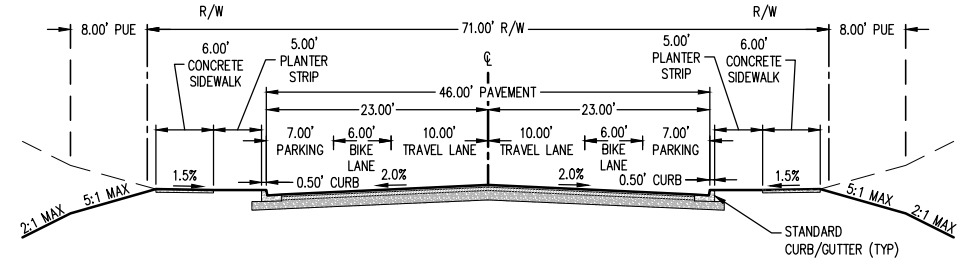
BICYCLE STRIPING ENLARGEMENT
 SCALE: 1"=20'

NOTE:
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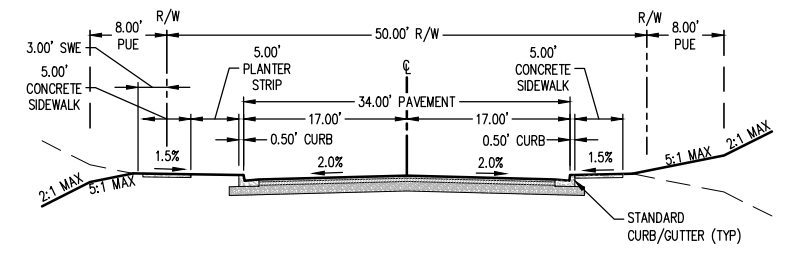


**PRELIMINARY STREET PLAN
 S 2ND STREET SUBDIVISION
 CARLTON, OREGON**

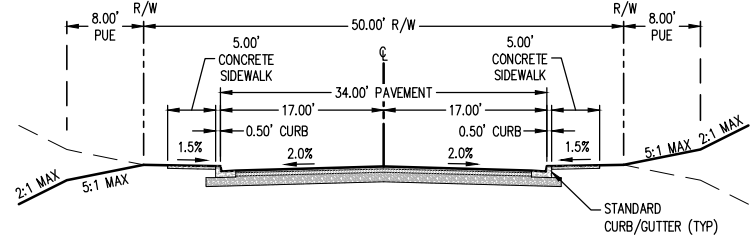
REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY
NOT FOR CONSTRUCTION
 COURTNEY B. WURLEY
 RENEWAL DATE: 6/30/25
 JOB NUMBER: 4206
 DATE: 05/31/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH



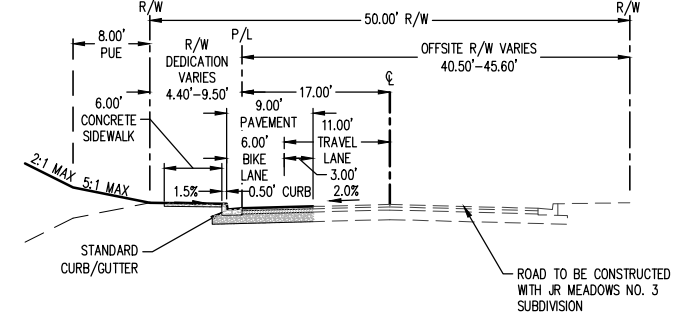
A TYPICAL COLLECTOR STREET SECTION
 E WILSON STREET NOT TO SCALE



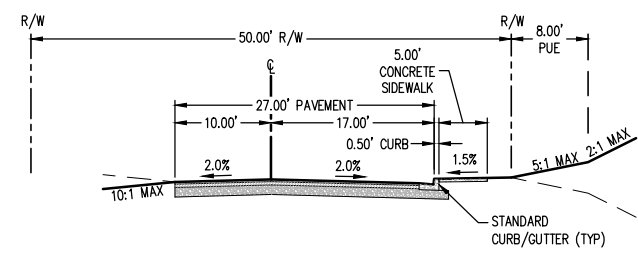
B TYPICAL LOCAL STREET SECTION WITH PLANTER STRIP - LEFT
 PORTION OF S 2ND STREET NOT TO SCALE



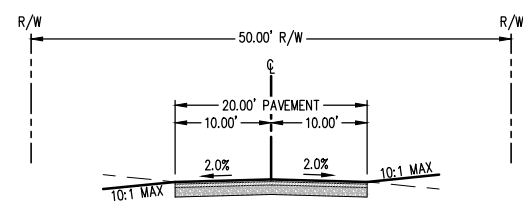
C TYPICAL LOCAL STREET SECTION
 E TAYLOR STREET NOT TO SCALE



D SCHOOL ZONE COLLECTOR PARTIAL STREET SECTION
 S 3RD STREET NOT TO SCALE



E LOCAL 3/4 STREET SECTION
 PORTION OF S 2ND STREET NOT TO SCALE

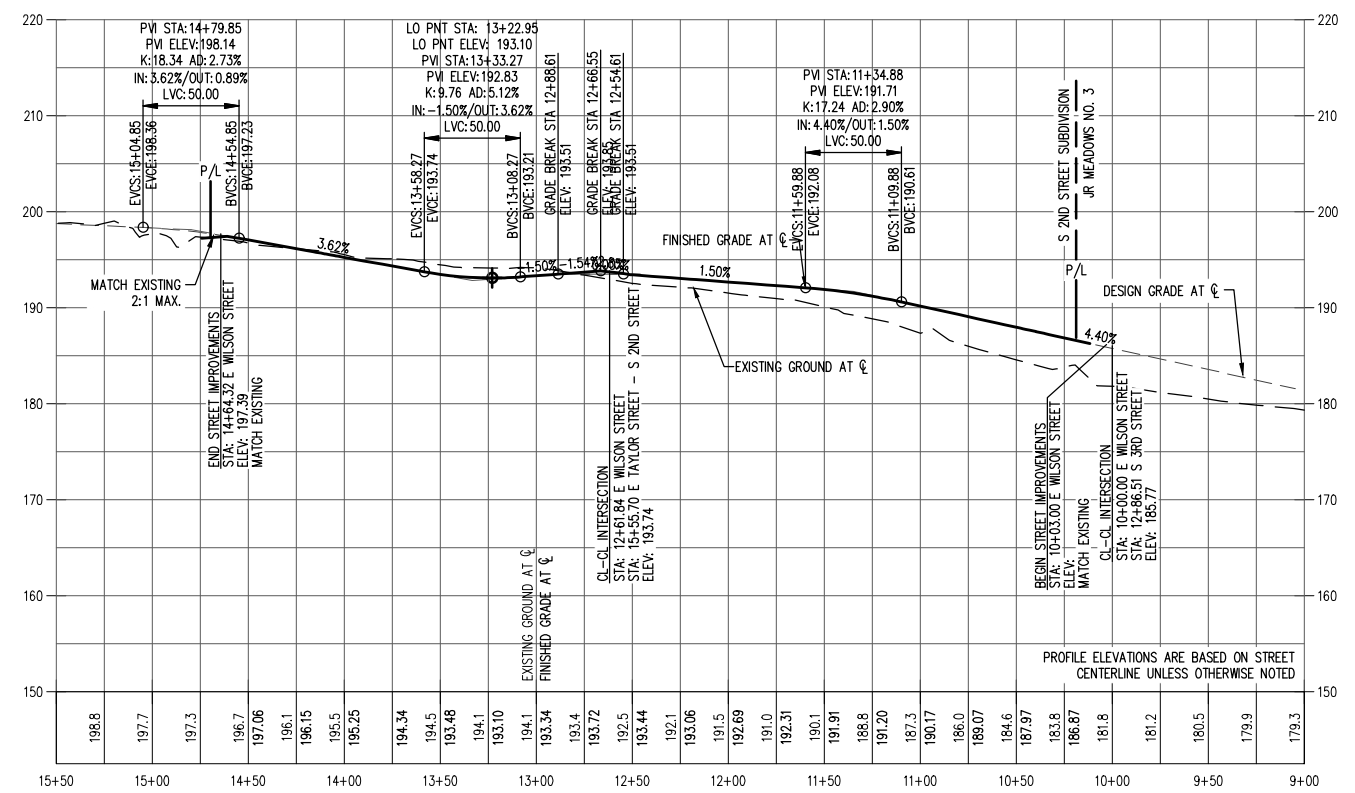
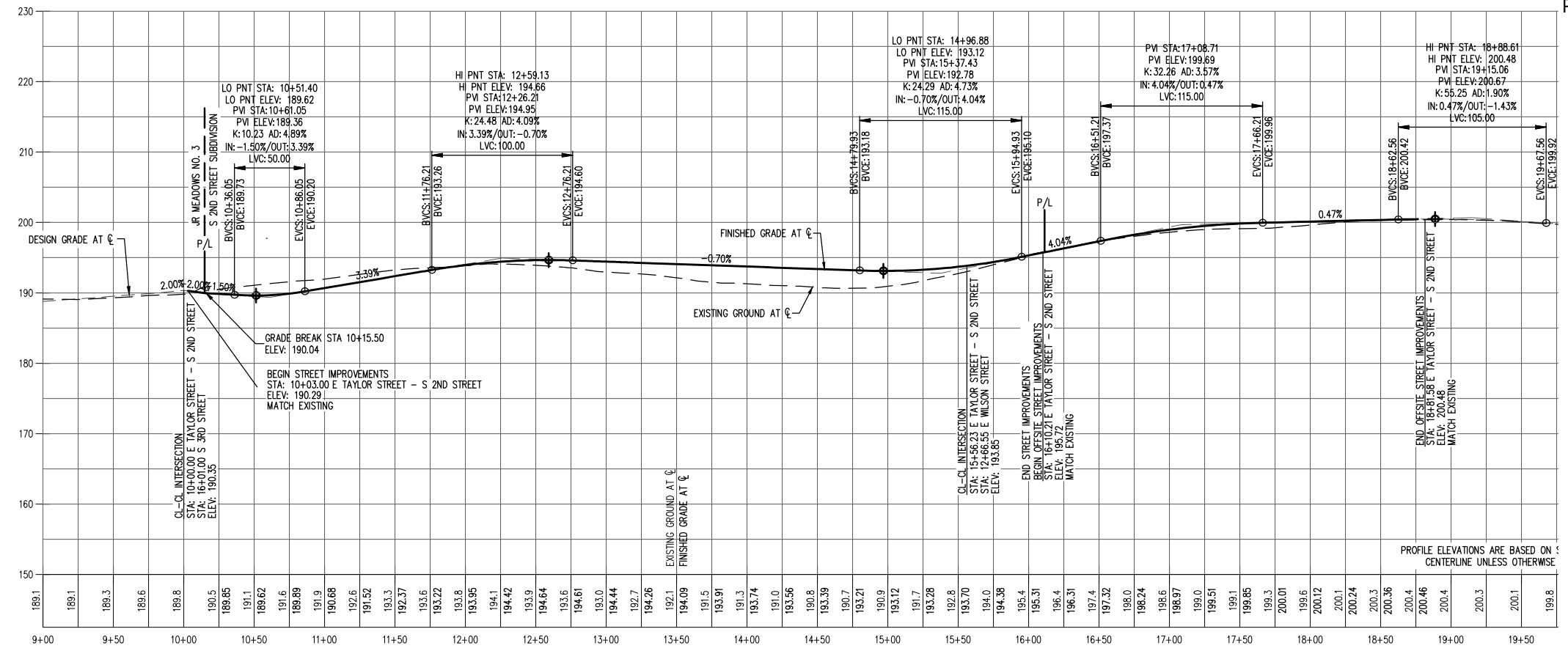


F OFFSITE LOCAL PARTIAL STREET IMPROVEMENTS
 PORTION OF S 2ND STREET NOT TO SCALE

PRELIMINARY STREET CROSS SECTIONS
S 2ND STREET SUBDIVISION
CARLTON, OREGON



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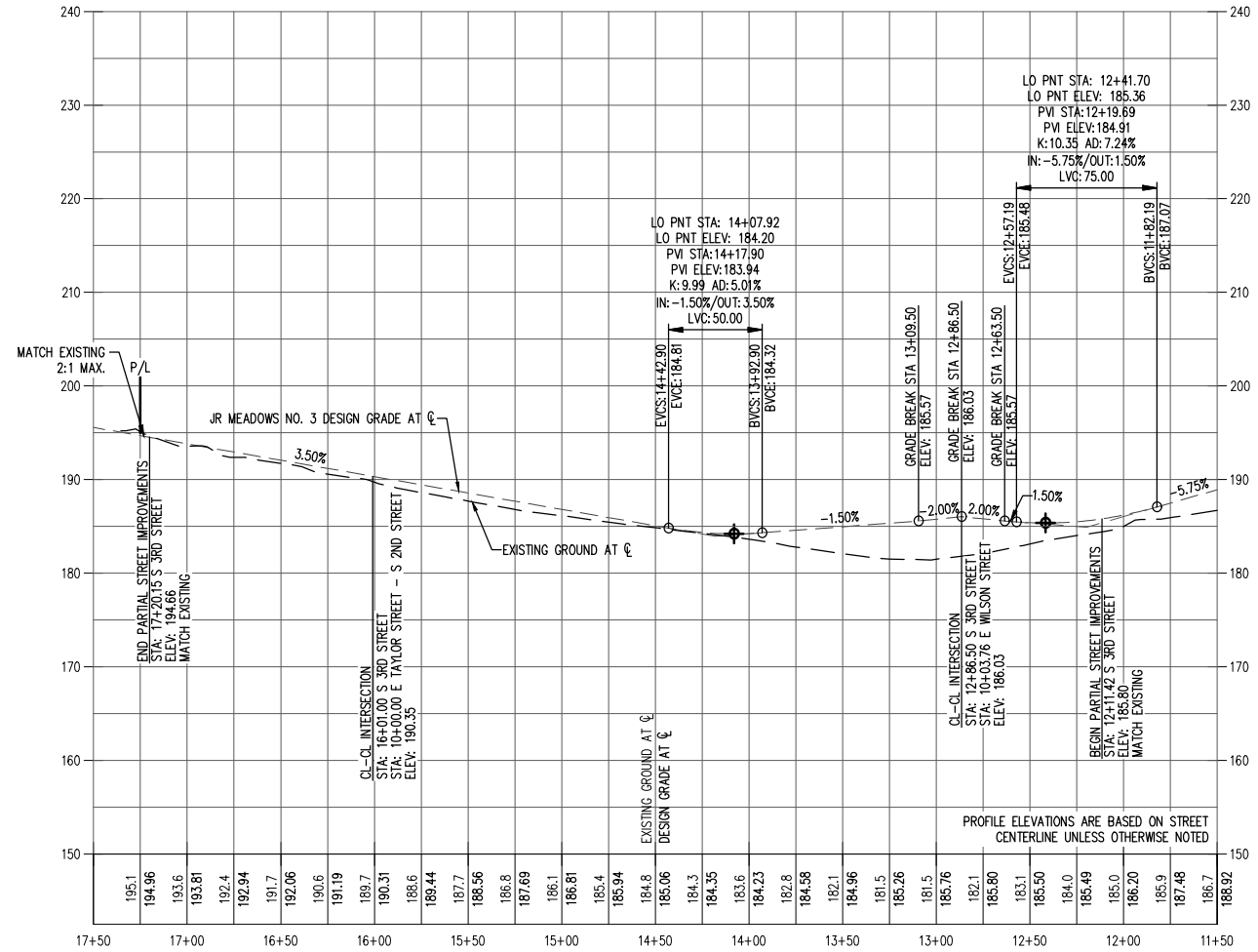


NOTE:
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PRELIMINARY STREET PROFILES
S 2ND STREET SUBDIVISION
CARLTON, OREGON



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S 3RD STREET
 HORZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 10'

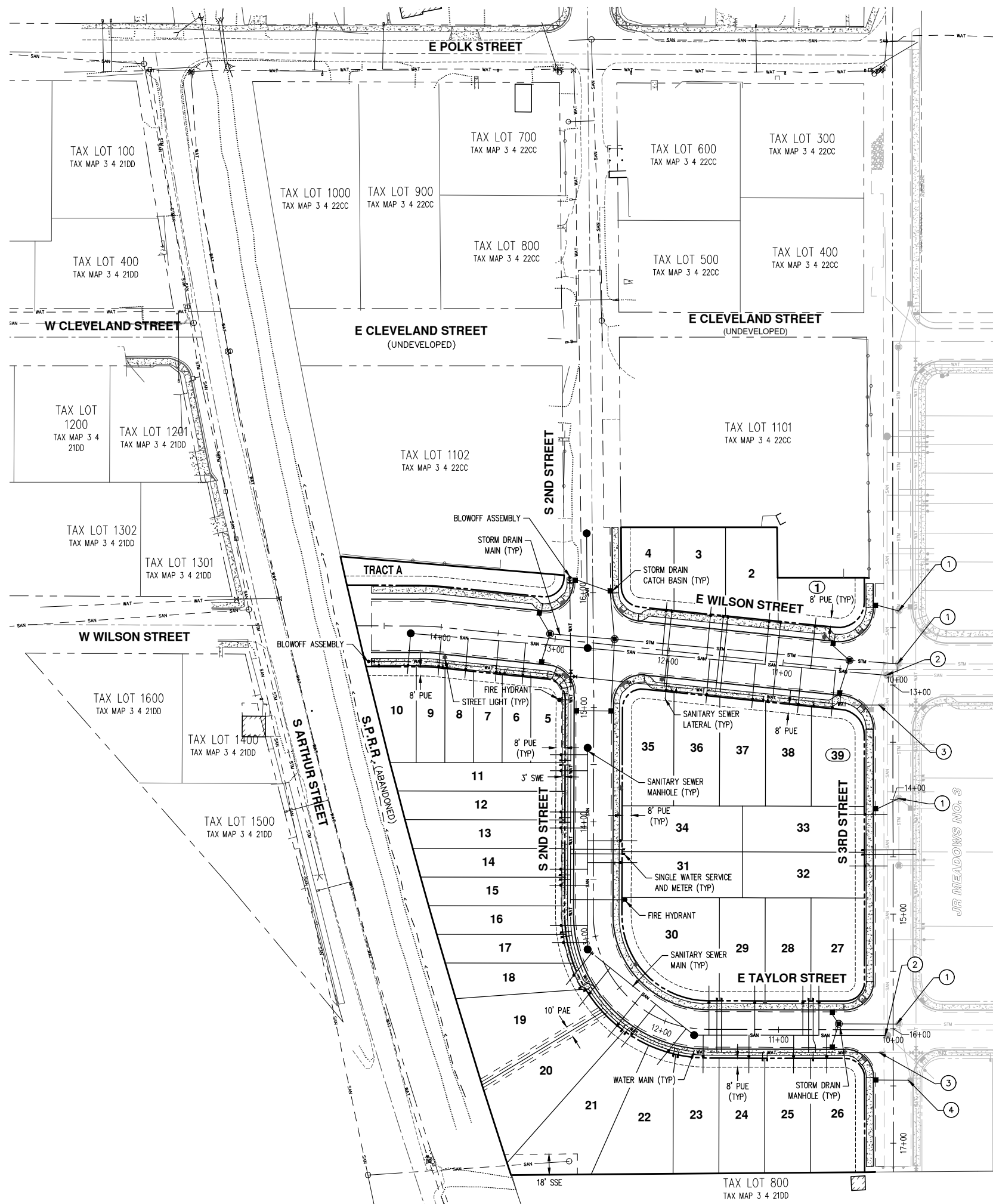
PROFILE ELEVATIONS ARE BASED ON STREET CENTERLINE UNLESS OTHERWISE NOTED

NOTE:
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PRELIMINARY STREET PROFILES
S 2ND STREET SUBDIVISION
CARLTON, OREGON



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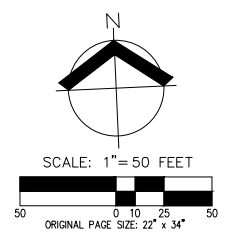


EASEMENT LEGEND	
PUE	PUBLIC UTILITY EASEMENT
PAE	PUBLIC ACCESS EASEMENT
SWE	SIDEWALK EASEMENT
SSE	PUBLIC SANITARY SEWER EASEMENT

- # KEYED NOTES**
- CONNECT TO JR MEADOWS NO. 3 STORMWATER MANHOLE.
 - CONNECT TO JR MEADOWS NO. 3 SANITARY SEWER MANHOLE.
 - CONNECT TO JR MEADOWS NO. 3 WATER MAIN.
 - CONNECT TO JR MEADOWS NO. 3 STORMWATER CATCH BASIN.

NOTE:
 ALL LOTS SHALL UTILIZE CURB WEEP HOLES FOR ROOF DRAIN CONNECTIONS.

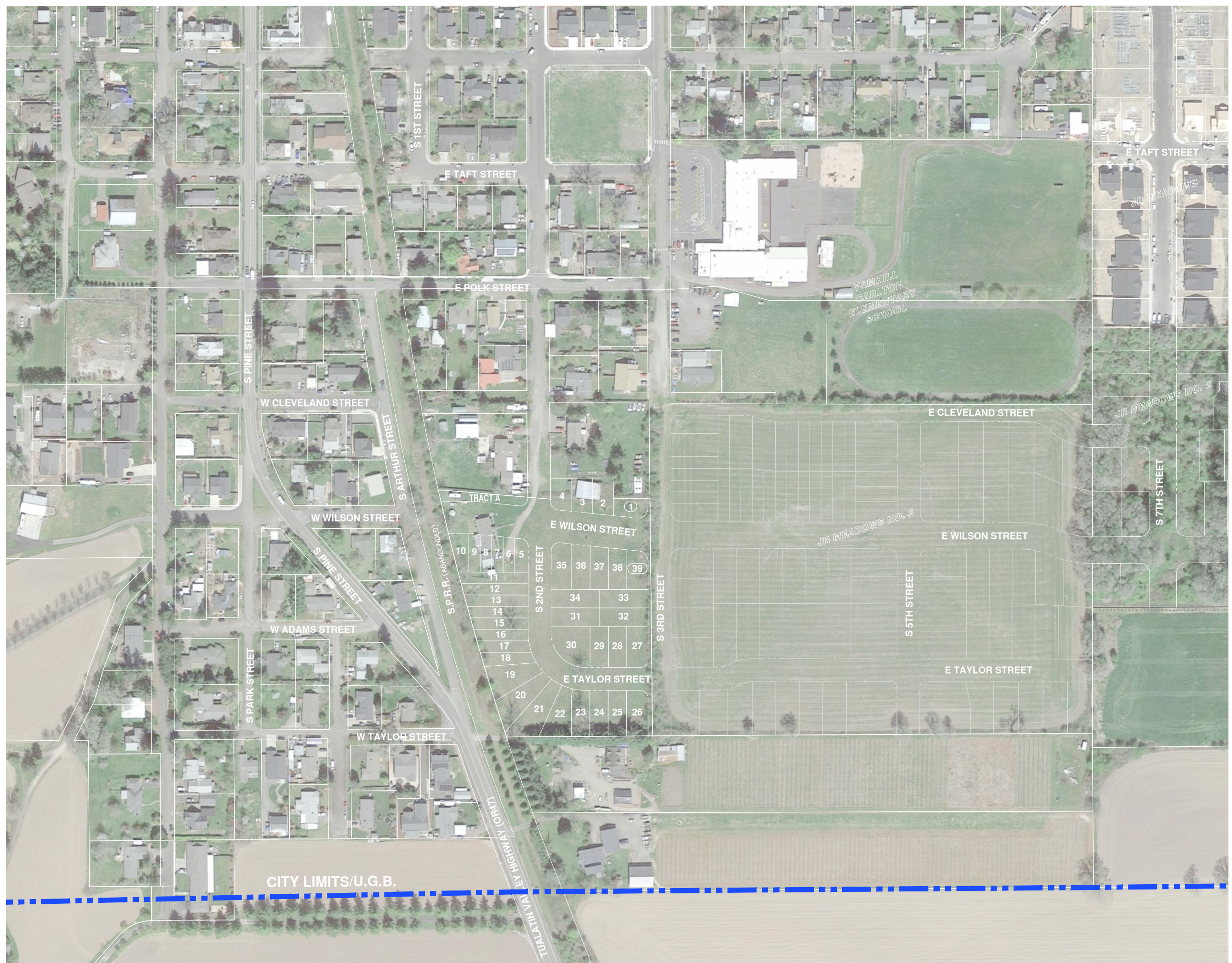
NOTE:
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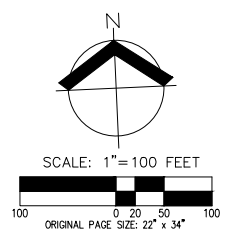
**PRELIMINARY COMPOSITE UTILITY PLAN
 S 2ND STREET SUBDIVISION
 CARLTON, OREGON**



RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
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PRELIMINARY AERIAL PHOTOGRAPH PLAN
S 2ND STREET SUBDIVISION
CARLTON, OREGON



REGISTERED PROFESSIONAL SURVEYOR
PRELIMINARY
NOT FOR CONSTRUCTION
 WILSON B. WURLEY
 RENEWAL DATE: 6/30/25

JOB NUMBER: 4206
 DATE: 05/31/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH



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NOTICE OF PUBLIC HEARING, CITY OF CARLTON
City File# SUB 2023-02: South 2nd Street Preliminary Subdivision Plan

City of Carlton
191 E. Main Street
Carlton, OR 97111

November 6, 2023

Re: Notice of Public Hearing, City of Carlton, Monday, November 13, 2023, at 6:00 PM, Location 945 West Grant Street.

Dear Sirs,

I am sure it was an oversight, but the homeowners and residents along South 2nd Street, south of East Polk Street were not notified of the City of Carlton Planning Commission Public Hearing. Please be aware that we are very interested in any impact that this subdivision will have on our failing street. According to the plan on the back of the Notice of Public Hearing, City of Carlton, the primary access to the subdivision will be our street. This will also be access to future development of parcels AH, and R3 since the Southern Pacific Railroad is hesitant to allowing a crossing of their right-of-way. We would like our concerns to be included on the agenda of City File# SUB 2023-02: South 2nd Street Preliminary Subdivision Plan.

Currently S. 2nd Street south of East Polk Street is failing. At the time of the original lot subdivision, which created parcels MX, AH and R3, S 2nd Street was to be improved to public standards from the existing asphalt at that time to the end of parcel AH. This section of S. 2nd Street was not installed to public standards and is now non-existent.

That portion of S 2nd Street within the proposed subdivision will be constructed to public standards, including sanitary and storm sewers, water, associated underground services, curbs, sidewalks, approved sub-base, compacted base rock and finish rock course, and asphalt. This will be inspected to ensure compliance with our city standards. We feel that the portion of south 2nd Street between East Polk Street and the subdivision must meet the same standards. Will this be accomplished and paid for by the developer, the city or the residents that have endured the street problems thus far. The question of payment is asked because historically the city residents have been asked to pay for items that were the responsibility of the subdivision developer.

We would also like to make you aware that the asphalt on South 2nd Street is sinking over the sanitary sewer line. This settling is approximately 55 feet south of the centerline of East Polk Street. This is indicative of a damaged sewer line. Since it is on the west side of the sewer trench, it could be in the sewer lateral. We note this because any heavy truck traffic could cause more damage, and possibly a failure of our sewer services.

Thank you for your attention to the needs of the city residents.

Sincerely,



Joseph Amerson
729 S. 2nd Street
Carlton, OR 97111

Anita R. White
738 S 2nd St.
PO Box 533
Carlton, OR 97111
503-852-3262



November 8, 2023

City of Carlton
191 E, Main St.
Carlton, OR 97111
503-852-852-7575

RE: Public Hearing City Of Carlton scheduled for Monday November 13 2023

It came as a complete surprise to me that I was given no notice of this meeting that directly effects my property, my way of life, and my future. I am aware that Mr. Amerson across from me has also written you a letter. We are all concerned about the condition and the needed re-structure and repair of South 2nd Street from Polk street to the development that would be required before you begin to even plan for a development of this size and nature. I feel this should be part of the developers cost and not funded by tax dollars or funds from the residents of said existing, and declining street.

Beyond the technical concerns that Mr. Amerson has I also have dire concerns over the map you chose to represent the development. It is small and in some areas unreadable. I can see that the quiet street I bought property on and live on is the main source of entry for this development. Not only am I going to experience mass people but also traffic. All of this traffic will use my street to enter their whole community. I also notice your erroneous map shows Cleveland street as extending from the east past Hwy#47 through 2nd and through 3rd Street and beyond. This is NOT CORRECT. Cleveland was vacated many years ago and stops at 2nd Street. So south Second Street is the only arterial able to enter the subdivision. I have to even question the safety of that! Also the map has no lengend so I am unclear as to some of the markings and letterings.

Beyond the questions of water, school access for many more students, and the many other major problems this development has looming and unanswered, the more current questions - as to a correct plot map and plans for a usable street should be fully answered and met.

Thank you for reading, considering and hopefully answering our concerns.

Respectfully,

A handwritten signature in black ink that appears to read "Anita R. White". The signature is written in a cursive style with a long horizontal line extending to the right.

Anita R. White