



**CITY OF CARLTON
PLANNING COMMISSION AGENDA
MONDAY, JANUARY 8, 2024, 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	
A) Changes to the Agenda	
2. Minutes Approval- December 11, 2023	2
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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/89404144270?pwd=TXMzS3ozRDRUZjdLQ1dXOGQ1M2VwQT09>

This meeting ID: 894 0414 4270

Passcode: 985046

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



Planning Commission Regular Session Minutes
December 11, 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 Annette Fernandez-Madrid Jim Bandy	Noelle Amaya Susan Turrell
Members Absent:	Robin Geck	Jennifer Nordstrom
Staff Present:	Scott Whyte, City Planner Tyler Yeoman-Millette, City Attorney Aimee Amerson, City Recorder	Shannon Beaucaire, City Manager Gordon Munro, City Engineer Julie Brandão, Customer Experience Specialist
Others:	Lonnie Geck AKS Engineering (attendees not introduced) Nathan Ahrend, HOLT Engineering Sean Vermilya Mark Hoyt, Sherman Sherman Johnnie & Hoyt (SSJH)	Darrel Smith Max Joe Amerson Todd Mobley, Lancaster Mobley (AKS)

A. Changes to the Agenda

6:02 PM

None.

2. MINUTES APPROVAL- November 13, 2023

6:03 PM

MOTION: Bandy /Turrell: to approve the Planning Commission minutes from November 13, 2023, as submitted. Motion carried (5 Yes/0 No/2 Absent [Geck, Nordstrom] /0 Abstain).

3. CITIZEN COMMENTS

6:04 PM

None.

4. ACTION / DISCUSSION ITEMS

A. Subdivision file #SUB 2023-02; 751 South 2nd Street – continued

6:05 PM

Planning Commission Chair Anthony Stuart opened the Public Hearing at 6:05 PM. Stuart read the hearing and disclosure statement and also asked Commissioners if they had any bias, abstentions, or ex-parte contact. He also called for audience objections to jurisdiction. Commissioner Fernandez-Madrid recused herself from the discussion and any vote taken.

City Planner Scott Whyte presented a PowerPoint to Commissioners with the case file background, staff findings and supplied applicant plans for three alignment options. New exhibits to the record included memorandums prepared by the applicant's traffic engineer, civil engineer and legal representative. Staff supplemental findings addressed street alignment and future extension of streets, and demonstrated that the submitted plans from the applicant were not consistent with these requirements. Whyte compared the applicant's submitted alignment options with the City of Carlton's Transportation System Plan (TSP) and addressed which elements were feasible, not sufficient as submitted or needed further detail. Whyte addressed the needed housing provision or ORS 197.522 and that it must be consistent with the comprehensive plan. Safety concerns for potential vehicle spillback submitted by the applicant lacked data

and Whyte reiterated that having future connections as an option is a priority for staff. Public written statements of concerns from citizens were included in the record. Staff recommendation was presented to open the hearing to accept public testimony, deliberate and discuss alignment options, and, if the Commission supports alignment one or two, indicate a preference.

Applicant's response was opened by Mark Hoyt of SSJH. Hoyt and AKS Engineering's presentation requested flexibility on the development standard for streets and how they relate to the TSP. The presenters referenced final street layouts in approved subdivisions to support their request for flexibility. Sean Vermilya with AKS Engineering revisited the project highlights and summarized the planned scope of work, specifically within the presented layout that the applicant favored. Plans included pedestrian/bicycle circulation systems and housing types. Todd Mobley with Lancaster Mobley presented his findings as the applicant's Transportation Engineer Consultant regarding the safety of the proposed street circulation plan. He noted existing intersection conditions, sight distance, speed transition zone and possible queuing near the proposed East Taylor stub. He discussed option three as the safest option concerning design and potential future connection. Mobley also briefly discussed past street plan changes and drew parallels to the applicant's proposal and request.

Public Comments opened by Commission Chair Stuart at 7:09 PM

Neutral: Joe Amerson of 729 South 2nd Street expressed some concerns about the increase in traffic in the area during construction and what that would mean for safety and wear with the current condition of South 2nd Street. He also expressed questions and concerns about future connections across the railroad right of way.

Public Comments Closed by Chair Stuart at 7:17 PM

Commissioners asked city staff and the applicant representatives questions about historical development requirements and the options as presented. Commissioners asked if the city standards can be met, City Engineer Gordon Munro advised that the standards could potentially be satisfied. They also deliberated over Taylor Street connections to Arthur Street, site vision on each side of the road, and emergency service access. Commissioners discussed some of the reasons for past flexibility in street alignment and the intent of the TSP. Commissioners agreed they needed more details and information from the applicant. Hoyt added a final comment that the applicant is happy to provide more information about the bike path proposed and that they feel that the standards have not been applied consistently.

MOTION: Amaya/Turrell: to authorize continuance until January 8th, 2023 for file #SUB 2023-02; 751 South 2nd Street and requested more information for the options. Motion carried (4 Yes/0 No/2 Absent [Geck, Nordstrom]/1 Abstain [Fernandez-Madrid]).

5. Commissioner Comments

8:17 PM

None.

6. ADJOURNMENT

8:17 PM

The meeting adjourned at 8:17 PM.

ATTEST:

Julie Brandão, Customer Experience Specialist

Anthony Stuart, Planning Commissioner Chair



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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 29, 2023, for the January 8, 2024, meeting

Background / Summary

The public hearing for 2nd Street Subdivision was first scheduled and noticed for the November 13 meeting date. On that date, the applicant requested a continuance and provided partial waiver of the 120-day timeframe (ORS 227.178). The Commission continued accordingly to the date certain of December 11, 2023.

On December 11, 2023, the Commission opened the public hearing for SUB 2023-02 and received testimony. Materials provided to the Commission ahead of the December 11 meeting include a staff memorandum dated December 4, 2023, and the applicant's preliminary subdivision plan set for 39 residential lots. After receiving testimony, the Commission deliberated and voted to continue the hearing to January 8, 2024, requesting that the applicant provide additional plan details and a proposed preliminary plan for set Option 2 (or referred to as the J-turn connection).

New Exhibits to the Record

On December 13, 2023, the city received case file materials specific to JR Meadows 1, 2 and 3 subdivisions from the applicant. Due to the size of this submittal, the past case file information specific to JR Meadows 1, 2 and 3, is separate from other plan materials specific to 2nd Street Subdivision.

- **Exhibit B-7** – Past case file information related to JR Meadows 1, 2 & 3 (separate from other applicant exhibits due to size).

On December 26, 2023, the city received the attached exhibits from the applicant's representative. These include:

- **Exhibit B-8** – Option 2 Preliminary Plan Set (12 sheets) prepared by the applicant's civil engineer, AKS Engineering & Forestry LLC.
- **Exhibit B-9** - Option 3 Preliminary Plan Set (13 sheets) by AKS Engineering & Forestry LLC
- **Exhibit B-10** -Option 4 Preliminary Plan Set (12 sheets) by AKS Engineering & Forestry LLC
- **Exhibit B-11** –Memorandum dated December 22, 2023, for SUB 2023-02, titled Additional Evidence for Continued Hearing, prepared by the applicant's traffic engineer, Todd E. Mobley, Lancaster Mobley.

Supplemental Findings to the Staff Report / Memorandums dated November 6, 2023, and December 4, 2023.

Page eight of the November 6 staff report, and page two of the December 4 staff memorandum identify key Carlton Development Code (CDC) standards pertaining streets. These standards (C of D of Section 17.64.030) are cited again (below) for reference.

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.*

The December 4 staff memorandum included a portion of the Future Street Plan (Fig. 5-4) of the Carlton Transportation Systems Plan (TSP). This plan is shown (below) for reference.



Supplemental Findings – Staff Review of **Exhibit B-8 - Alignment Option 2**: Exhibit B-8 is a full set of plans for Option 2 (J-turn connection). Plan details of Option 2 (e.g., number of lots, shape, % intended for detached / attached, etc.) were not available on November 13 for review. The full set submittal for Option 2 shows the same number of lots as Option 3 (39) together with the same number of lots intended for attached (14) and detached dwellings (25).

In review of the full plan submittal for Option 2, staff finds in support of applicable standards, including C and D Section 17.64.030 (shown to page two of this memorandum). Staff therefore recommends approval of Option 2 with conditions. Additional comments from the City Engineer are provided in this memorandum in review of the curvature / angle of 2nd Street in proximity to Highway 47 and the S.P.R.R right-of-way (addressed in response to the traffic memo herein).

Supplemental Findings – Staff Review of **Exhibit B-9 - Alignment Option 3**: Exhibit B-9 is a full set of plans for Option 3. In review of Alignment Option 3 (no street extension to the western boundary for alignment with W. Taylor Street) staff finds the standard in D of 17.64.030 (Future Extension of Streets) to remain applicable and is not met. The staff memorandum dated December 4, 2023, contains findings in response to Option 3 and staff incorporate hereto.

Supplemental Findings – Staff Review of **Exhibit B-10 - Alignment Option 4**: Exhibit B-10 is a full set of plans for Option 4. Staff observe Option 4 to be the applicant’s previous subdivision proposal (subject to hearing consideration on November 13). The staff report dated November 6, 2023, contains findings in response to Option 4; staff incorporate hereto. In part, the staff report of November 6 explains how the future connections (referring to concepts shown to Hwy. 47) are difficult for ODOT approve. This is based on feedback received from Casey Knecht P.E. of ODOT Region 2 (his full comments provided in the November 6 staff report).

In part, Mr. Knecht’s comments refer to the ODOT Access Management spacing standard for this section of Hwy. 47, at 250-feet between connections, which is roughly the same distance as the city’s north-south block spacing. Mr. Knecht also commented how none of the applicant’s future concept access options (to Hwy. 47) provided enough analysis or justification for the decision to offset E. Taylor Street. Where the standard in C of 17.64.030 calls for streets to be aligned and “...as far as practical, shall be in alignment with existing streets by continuation of the centerline thereof.” staff finds the standard is not met.

Supplemental Findings – Staff Review of **Exhibit B-11 - Applicant’s Traffic Memo**: Staff observes the applicant’s traffic memo (Exhibit B-11) to provide general statements and concerns about safety, specific to Option 2. Shown in *italics* (below) are five reasons cited by the applicant’s traffic engineer for why Option 2 provides the least safe alternative (extracted from pages 1 and 2 of the traffic memo). Staff findings follow in response.

1. *The skew angle of the eventual intersection with the highway does not meet ODOT or City of Carlton design standards.*

Staff Finding: The City Engineer observes the proposed curvature / angle of 2nd Street (in proximity to Hwy. 47 and S.P.R.R right-of-way) to be a very high level geometric depiction, and how the design standards can be met with refinements. In review of the full set of preliminary plans submitted for Option 2, the City Engineer observes the following to be addressed in construction design. These include:

- a. There is a 3' jog in the ROW at lot 19. The location of the jog may need to be adjusted based upon design issues for the sidewalk and ADA ramps.
- b. At the 2nd Street and Taylor Street intersection there needs to be one ADA ramp on the west side of 2nd Street.
- c. The location and "K" value of the sag curves may need to be adjusted during final design.
- d. The transition of pavement width for the off-site 2nd St improvements should be a smooth width transition with signage or stripping.
- e. The sanitary sewer on 2nd Street should be extended to the edge of the southern property line and have a clean-out.

The above modifications are included as part staff recommended conditions of approval (end of this report) if the Commission approves Option 2.

2. *This configuration requires the closure of S. Arthur Street at Highway 47.*

Staff Finding: The applicant's property is bounded by the former S.P.R.R right-of-way (west) and no connection of Taylor Street to Highway 47 is proposed as part of the applicant's subdivision proposal. Stubbing a street to the former S.P.R.R. right-of-way, across from W. Taylor Street, as Option 2 depicts, demonstrates consistency with Carlton TSP Future Street Plan and does not compel closure of S. Arthur Street at Highway 47.

At the December 11 hearing, staff explained how the city will initiate proceedings for a comprehensive TSP update in 2024. As part of this update, the intersection at Taylor Street / Highway 47 and other city intersections will be studied at a network level. Staff observe how most street closures are recommended after thorough evaluation of design alternatives in concert with review of operational restrictions (e.g., posted speed limit, lane movement restrictions, etc.). The applicant's traffic memo does not consider these design alternatives / operational restrictions.

3. *The speed zone transition on Highway 47 is only 400 feet south of the intersection and observed travel speeds are significantly higher than the posted 30 mph speed zone.*

Staff Finding: The applicant's traffic memo provides no data or evaluation to support the observation, or to indicate the severity of the issue. Assumptions, time and frequency of occurrence were not provided. The statement "observed travel speeds... higher than posted... speed..." can easily be made in review of other street intersections.

4. *Introducing an intersection in the speed zone transition, combined with the substandard skew angle and resulting slower northbound right-turns, exacerbates potential conflicts.*

Staff Finding: Staff observe how there is already an intersection in this location, and that the skew angle of a future connection to the highway on the east side can be addressed in design refinements. Staff also observe how the Carlton TSP shows the intersection of Taylor / Hwy. 47 to remain and for a street connection to be added (per Figure 5-4, Future Street Plan). Staff incorporate the findings above pertaining to the City Engineer's recommended modifications specific to Option 2. Staff also incorporate the findings above that explain how the intersection at Taylor / Highway 47 (and other city intersections) will be studied at a network level in 2024 as part of the TSP update. Staff also incorporate the above observation on how the applicant's traffic memo does not consider design alternatives or operational restrictions. In part, the staff memorandum of December 4 explained how the applicant's illustrations (related to vehicle queue) were unsubstantiated by data (i.e., queue methodology applied, circumstances, assumptions, and frequency of occurrence). The applicant recent traffic memo provides no further data in support of observations / claims of future potential conflicts.

5. *Sight distance from W Taylor Street is severely substandard and introducing crossing movements and more complexity at the intersection exacerbates an already unsafe condition. The closure of W Taylor Street is strongly recommended for this option.*

Staff Finding: Staff finds the sight distance issue to be localized on the west side of Hwy. 47 at W. Taylor Street where no development is proposed. On the opposite, east side of Hwy. 47, the same conditions are not present and there is no apparent hindrance to sight distance. Staff incorporate the findings above that explain how the intersection at Taylor / Highway 47 (and other city intersections) will be studied at a network level in 2024 as part of the TSP update. Staff also incorporate the above observation on how the applicant's traffic memo does not consider design alternatives or operational restrictions. This would include possible future restrictions to crossing movement at the intersection. Because the applicant's site is bounded by the former S.P.R.R right-of-way and no connection of Taylor to Highway 47 is proposed, the substandard sight distance issue, on the west side of Hwy. 47, is not exacerbated by approval of Option 2.

Below are additional staff findings in response to the applicant's traffic memo comments pertaining to Options 2 and 3 (pages 2 and 3).

Option 3 - Staff Findings: Staff observes how the traffic memo does not address the TSP connection of Taylor Street at Highway 47. Staff finds the standard in D of 17.64.030 (Future Extension of Streets) to remain applicable and is not met. The staff memorandum dated December 4, 2023, contains findings in response to Option 3 and staff incorporate hereto.

Option 4 - Staff Findings: Staff observes how the traffic memo does not address feedback received from Casey Knecht P.E. of ODOT Region 2. Staff finds the standard in C of 17.64.030 (Alignment) to remain applicable and is not met. The staff report dated November 6, 2023, contains findings in response to Option 4 and staff incorporate hereto.

Finally, staff observe how the applicant's traffic memo responds to concerns raised about construction traffic (via public testimony). To address traffic impacts to 2nd Street during construction, the applicant proposes to route all construction traffic through JR Meadows phases 1 through 3, via S. 7th Street, E. Wilson Street, and E. Taylor Street. This routing is shown to a figure in the traffic memo. Staff proposes a condition of approval pertaining to temporary signs for this purpose (type / location to be shown as part of construction plans).

Supplemental Finding – Staff Review of Exhibit B-7 - JR Meadows 1, 2 & 3 information: On December 13, 2023, after the public hearing of December 11, the applicant submitted past case file information specific to the JR Meadows 1, 2 and 3 subdivisions. According to applicant, these documents were obtained over the internet from the city's website. Due the size of this information, staff has placed in separate exhibit, to be sent via separate email to Commissioners.

In part, the staff memorandum of December 4 acknowledges how the Carlton TSP (not the Development Code) speaks to refinement of the Future Street Plan (specifically from p. 107: *"...plan is intended to provide some flexibility in alignments and primarily serve to define the desired level of connectivity in each area."*). The staff memorandum of December 4 further explains how the words "some flexibility" do not include or encompass removal of a planned street connection via limited land use application (e.g., a subdivision). In this case, the applicant's property is uniquely located / situated to accommodate area needed to extend the planned segment of E. Taylor Street, for *"...alignment with existing streets..."* as the standard in C of 17.64.030 describes, and to *"...promote the development of an efficient network of city streets and connections to state and county roads..."* as the standard in D of 17.64.030 describes.

Staff acknowledge how certain streets approved for past subdivisions, east of the subject property, do not align distinctly with the planned location of streets as shown to the Future Street Plan of the Carlton TSP. If past case file information specific to JR Meadows 1, 2 and 3 is intended to present and support an argument of analogy (i.e., that past circumstances are alike to the present) staff finds the subject case to be dissimilar as follows:

- The subject property is very close to Hwy. 47 and properties of JR Meadows are not.
- Where D of 17.64.030 describes *"...connections to state and county roads..."* the subject property presents an opportunity to attain feasible connection to a state-maintained road (Hwy. 47); the properties of JR Meadows do not.
- The subject property does not contain known sensitive areas (e.g., wetlands, creeks) to inhibit connection; some sensitive areas were found on properties of JR Meadows.

As noted in the staff memorandum of December 4, if no stub of Taylor Street is provided to the west (as depicted in Option 3) staff finds a TSP map amendment application to be warranted. As previously mentioned, the intersection at Taylor / Highway 47 (and other city intersections) will be studied at a network level in 2024 as part of the TSP update. A system / network level evaluation of the Future Street Plan is expected as part of the TPS update.

Public Written Statements

To the date of this memorandum, the city has not received additional written statements from the public. Written comments from public were included as exhibits to the staff report and memorandum of November 6 and December 4, respectively, as mentioned. Because the applicant provides new information to the record, staff recommends re-opening the hearing to receive oral public testimony (i.e., for those attending the continued hearing on January 8, 2024).

Conclusions and Recommendations

For the reasons explained above, staff conclude that only Option 2 (Exhibit B-8) shows aligned connection of Taylor Street at both locations (existing W. Taylor Street to the west and the approved location of E. Taylor via JR Meadows 3 to the east) for findings in support of standards C and D of Section 17.64.030.

Staff further conclude Alignment Option 3 (Exhibit B-9) does not fully extend E. Taylor Street to a point that enables future connection consistent with the Carlton TSP Future Street Plan and therefore does not meet the standard in D of CDC 17.64.030. For reasons identified in this memorandum and past reports, staff cannot support Option 3 and therefore does not recommend approval of this option. Furthermore, staff conclude that Option 3 warrants a plan map amendment.

Staff further conclude that Alignment Option 4, while shown to fully extend E. Taylor Street to the western boundary of the site, does not align with existing W. Taylor Street on the west side of Highway 47 and therefore does not meet the standard in C of CDC 17.64.030. For reasons identified in this memorandum and past reports, staff cannot support Option 4 and therefore does not recommend approval of this option.

Staff therefore recommends approval of Option 2 (Exhibit B-8) for SUB 2023-02, with 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.
- v. For Option 2, minor modifications are to be addressed in design including:
 - i. There is a 3' jog in the ROW at lot 19. The location of the jog may need to be adjusted based upon design issues for the sidewalk and ADA ramps.
 - ii. At the 2nd St and Taylor St intersection there needs to be one ADA ramp on the west side of 2nd St.
 - iii. The location and "K" value of the sag curves may need to be adjusted during final design.
 - iv. The transition of pavement width for the off-site 2nd St improvements should be a smooth width transition with signage or stripping.
 - v. The sanitary sewer on 2nd St. should be extended to the edge of the southern property line and have a clean-out.
- w. Detailed design drawings submitted to the city for street improvements are to show the type / location of temporary signs intended to route all construction traffic through JR Meadows phases 1 through 3, via S. 7th Street, E. Wilson Street, and E. Taylor Street.

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

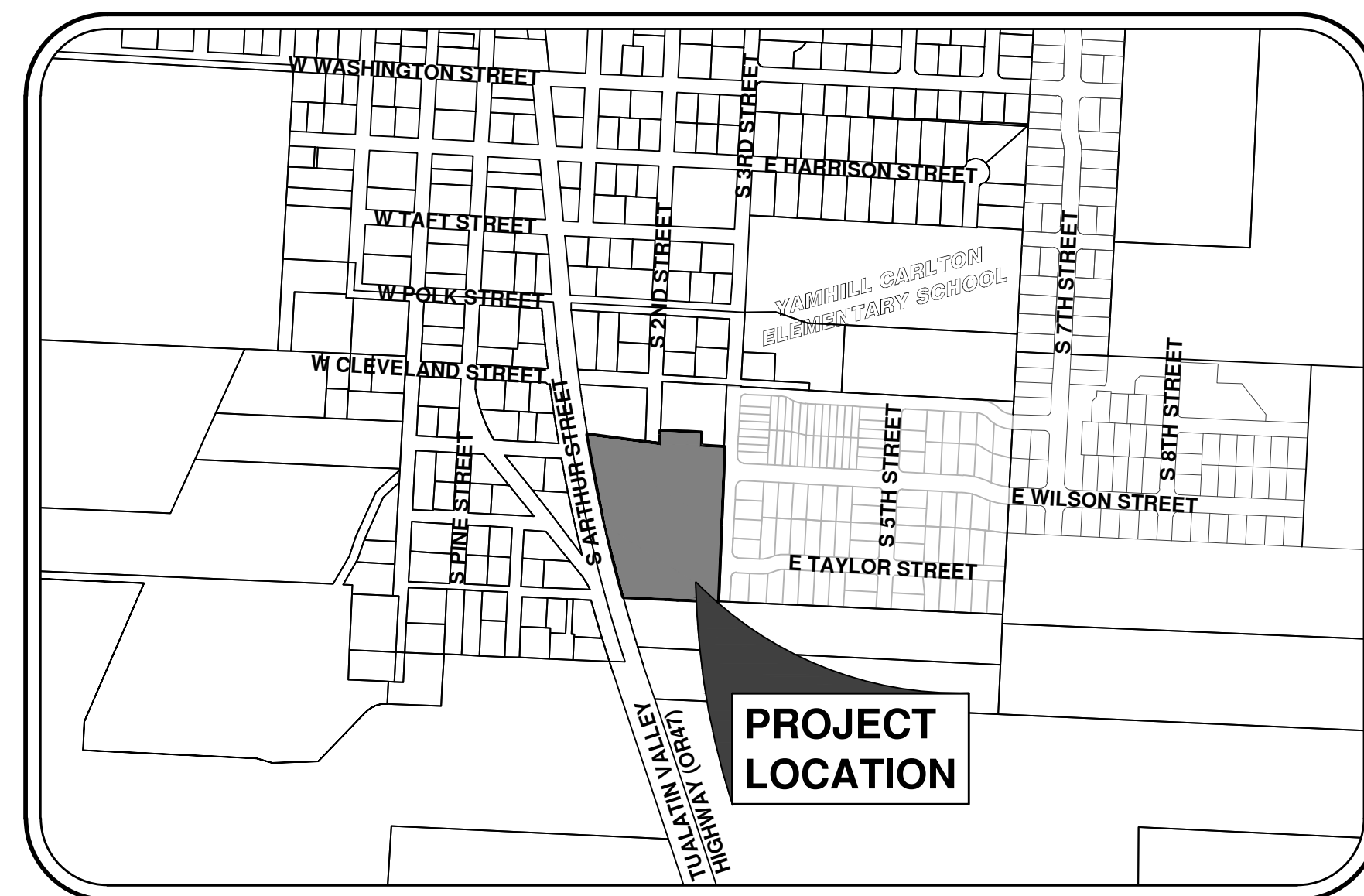
- A. Approve SUB 23-02, specific to Option 2, based on the findings contained in this report, subject to conditions of approval (above).
- B. Approve SUB 23-02, specific to Option (indicate #) based on additional / supplemental findings of the Commission, subject to conditions of approval (above).

To motion option B, no findings herein support Options 3 and 4.

S 2ND STREET SUBDIVISION

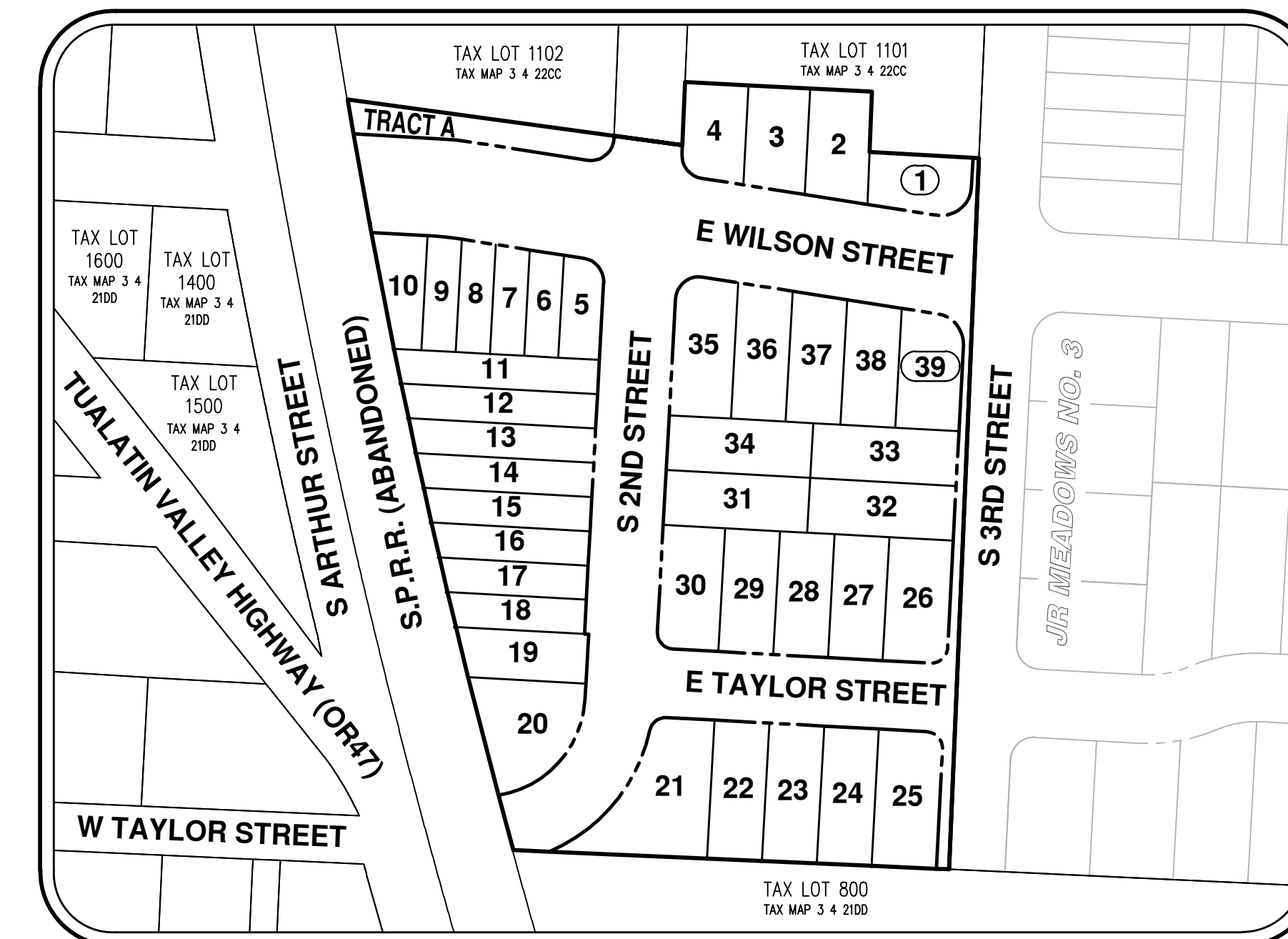
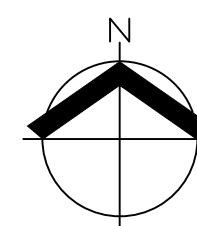
Exhibit B-8

OPTION 2 PRELIMINARY PLANS



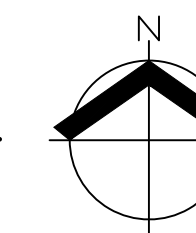
VICINITY MAP

SCALE: 1"=500'



SITE MAP

SCALE: 1"=100'



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

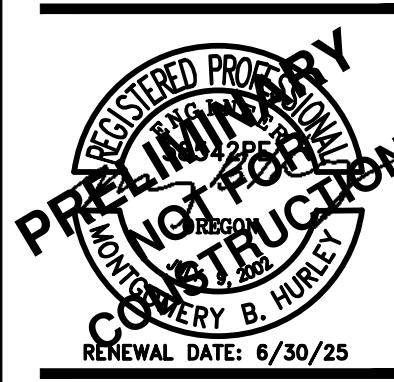
VERTICAL DATUM:

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

COVER SHEET WITH LEGEND, VICINITY, AND SITE MAPS
S 2ND STREET SUBDIVISION
OPTION 2
CARLTON, OREGON



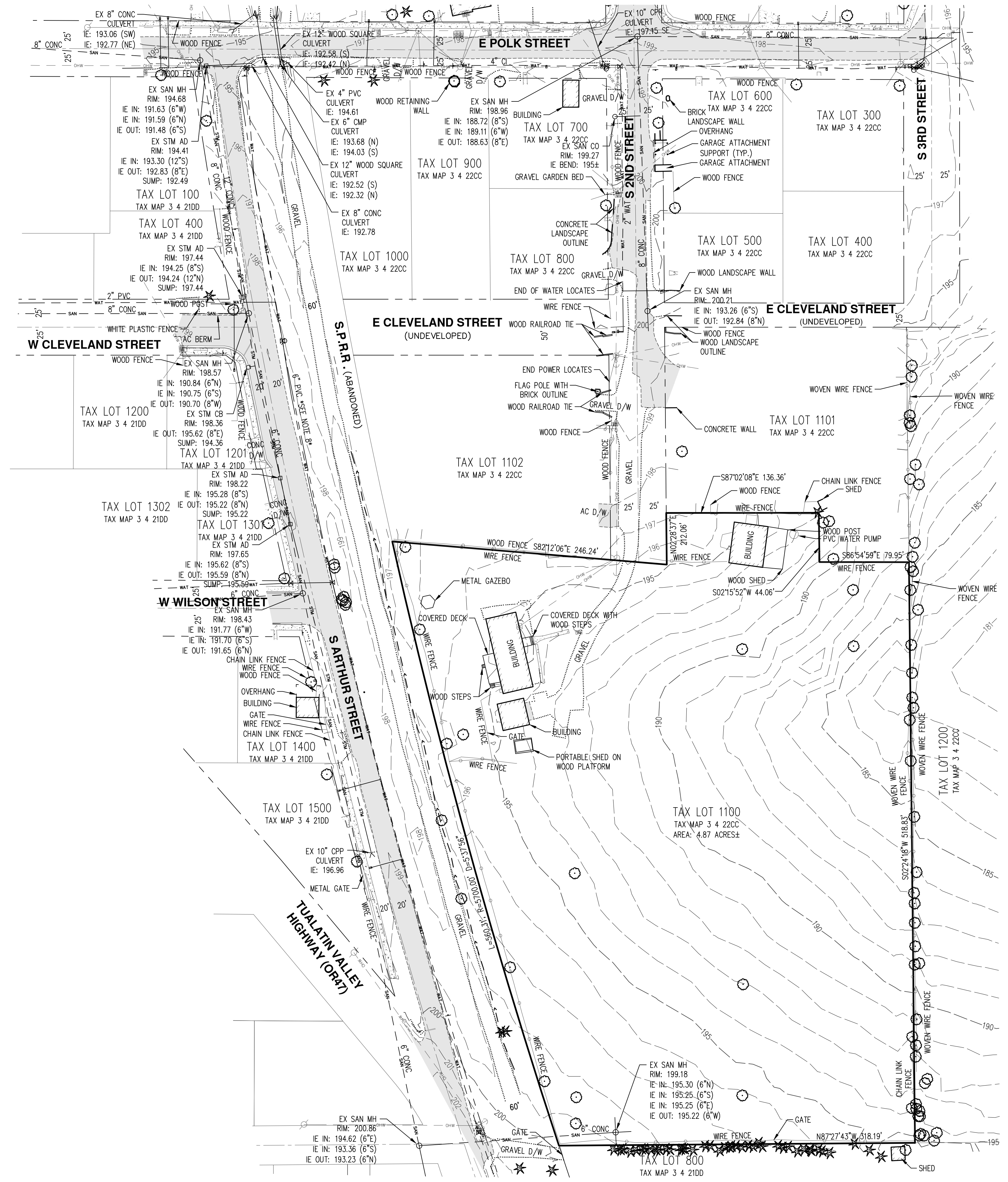
RENEWAL DATE: 6/30/25
JOB NUMBER: 4206
DATE: 12/22/2023
DESIGNED BY: CMS
DRAWN BY: NRA/JNW
CHECKED BY: MBH

P-01



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

ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

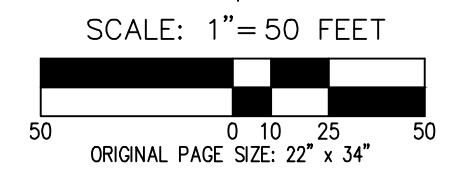
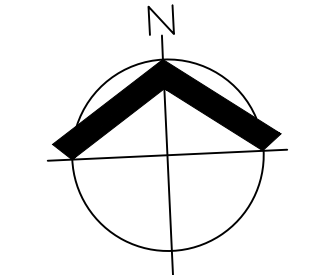


NOTES:

- 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
OPTION 2
CARLTON, OREGON**

REGISTERED PROFESSIONAL LAND SURVEYOR
 PRELIMINARY NOT FOR CONSTRUCTION
 JAN 12 2018
 KALINA S. KALINA
 89558PLS
 RENEWS: 6/30/25



JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY:
 DRAWN BY: MTB
 CHECKED BY: MK

EASEMENT LEGEND	
PUE	PUBLIC UTILITY 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 IS INTENDED TO BE RETAINED AND MAINTAINED BY THE DECLARANT. ALTERNATIVELY, IF THE CITY OF CARLTON WOULD LIKE TO OWN THE TRACT, THEN IT SHALL BE DEDICATED TO THE CITY.

NOTE:
 A PUBLIC SANITARY SEWER EASEMENT IS SHOWN ON LOT 21 FOR EXISTING SANITARY SEWER SERVICE TO THE BENEFIT OF TAX LOT 800.

MIXED DENSITY RESIDENTIAL (MX) DEVELOPMENT STANDARDS:

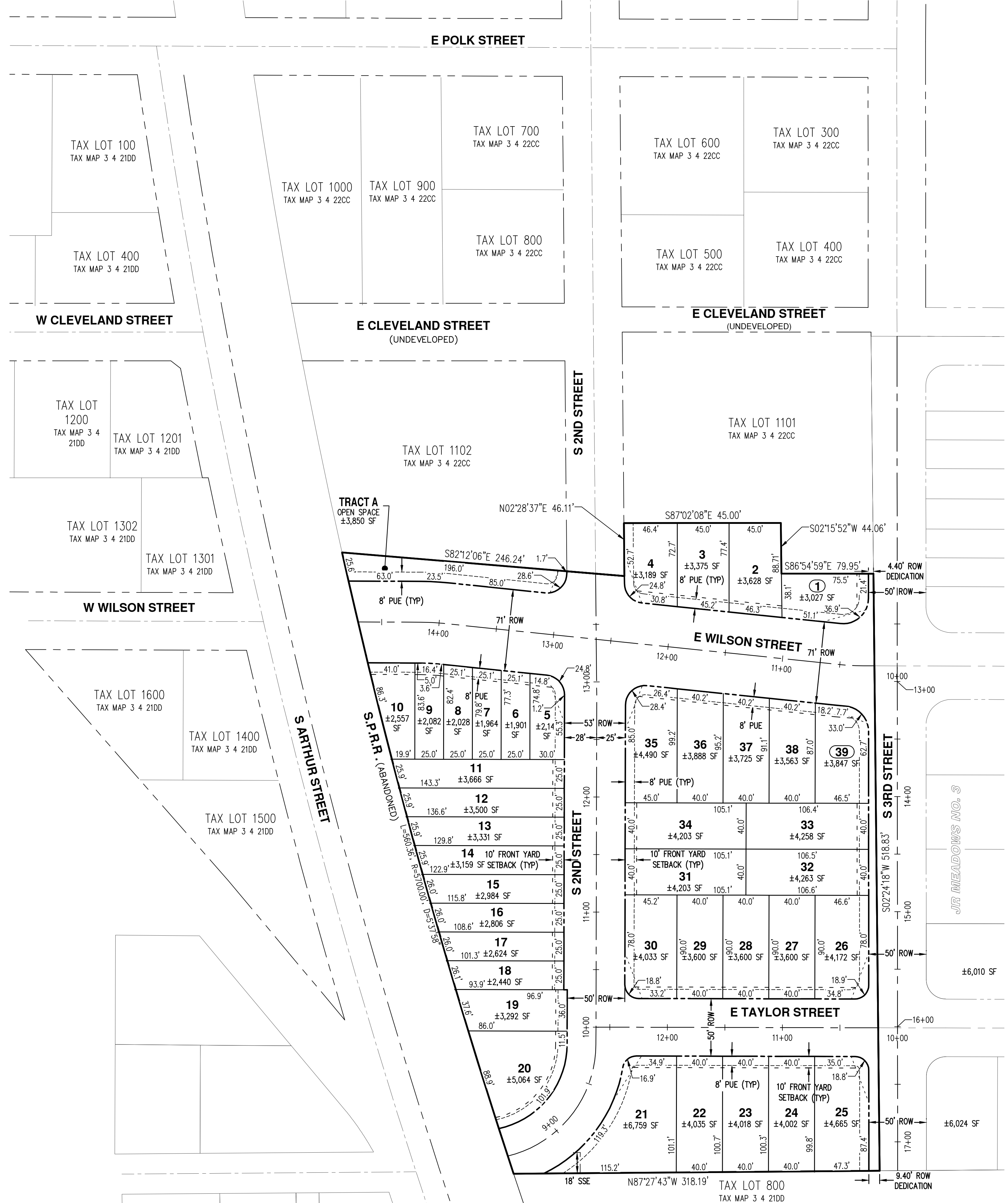
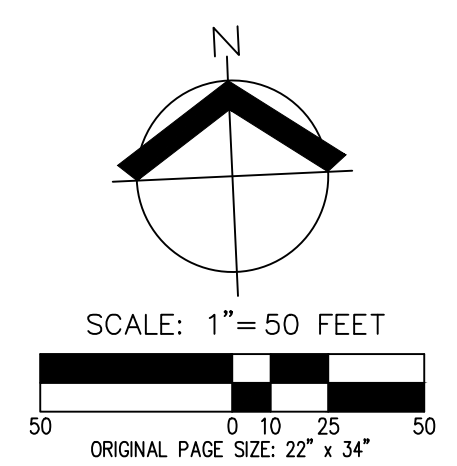
- LOT DIMENSIONS:
- NO MIN. LOT SIZE, EXCEPT AS LOT SIZE IS CONTROLLED BY OVERALL MX ZONE DENSITY AND LOT COVERAGE REQUIREMENTS.
 - MIN. LOT FRONTAGE - 25 FT
 - MAX. LOT FRONTAGE - 100 FT
 - MIN. ATTACHED LOT FRONTAGE - 6 FT/UNIT, MIN. 24 FT
 - MAX. ATTACHED LOT FRONTAGE - 30 FT/UNIT
- MIN. SETBACKS:
- FRONT - 10 FT
 - 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.

NOTE:
 FUTURE SINGLE-FAMILY ATTACHED HOUSING LOTS WILL BE SUBJECT TO THE STANDARDS OF SECTION 17.106. SINGLE-FAMILY ATTACHED LOTS WILL INCLUDE SHARED DRIVEWAYS ADJACENT TO FRONT YARDS IN CONFORMANCE WITH SUBSECTION 17.106.030(F). SEE APPLICATION NARRATIVE FOR ADDITIONAL INFORMATION.

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 PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.



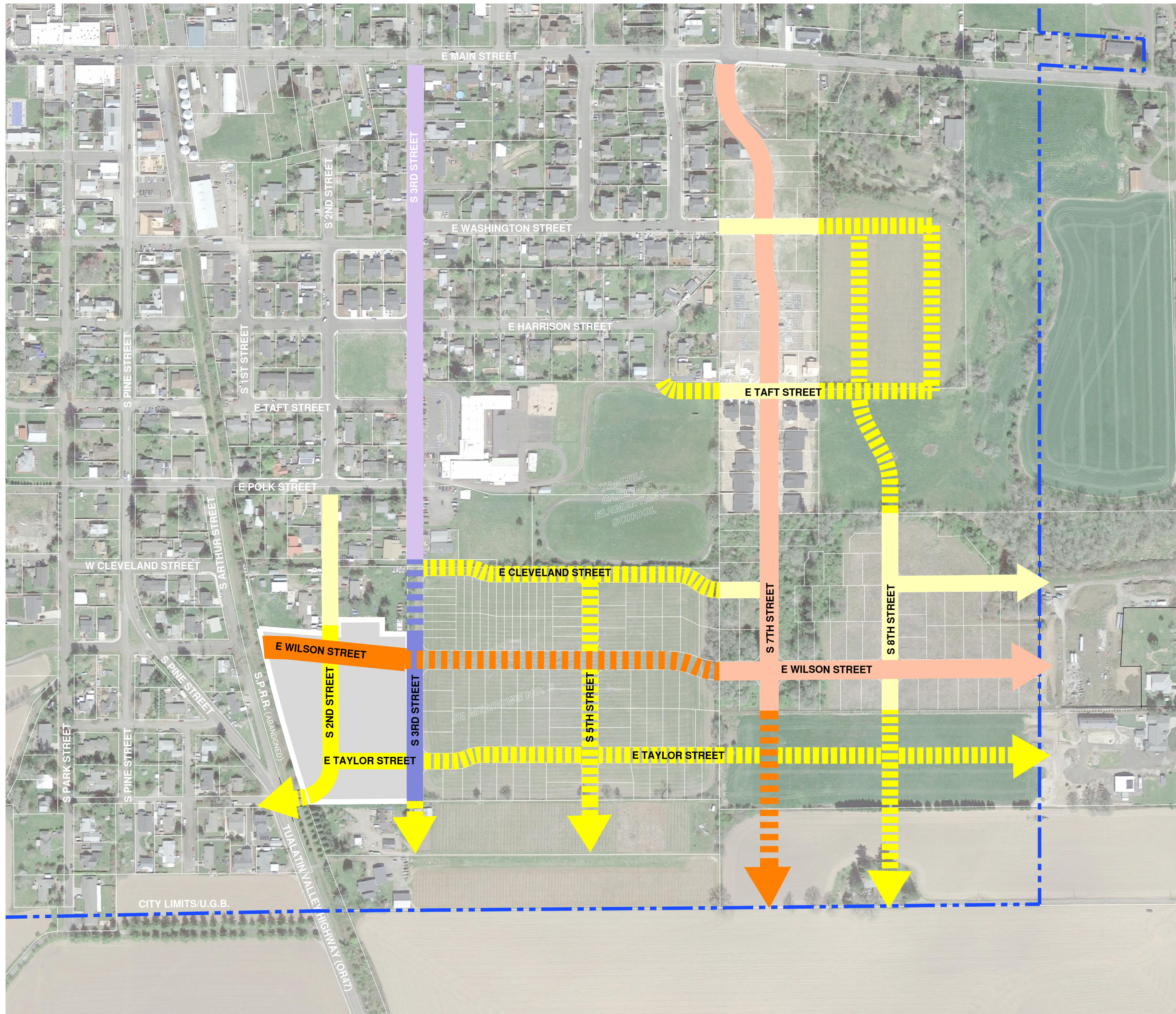
PRELIMINARY SUBDIVISION PLAT WITH FUTURE BUILDING SETBACKS
S 2ND STREET SUBDIVISION
 OPTION 2
 CARLTON, OREGON

REGISTERED PROFESSIONAL
 LAND SURVEYOR
 (No. 1000)
 CONSTRUCTION
 CHERYL B. HURLEY

RENEWAL DATE: 6/30/25

JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH

P-03

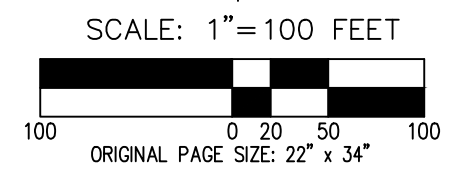
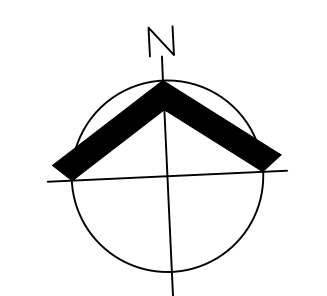


LEGEND:

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

NOTES:

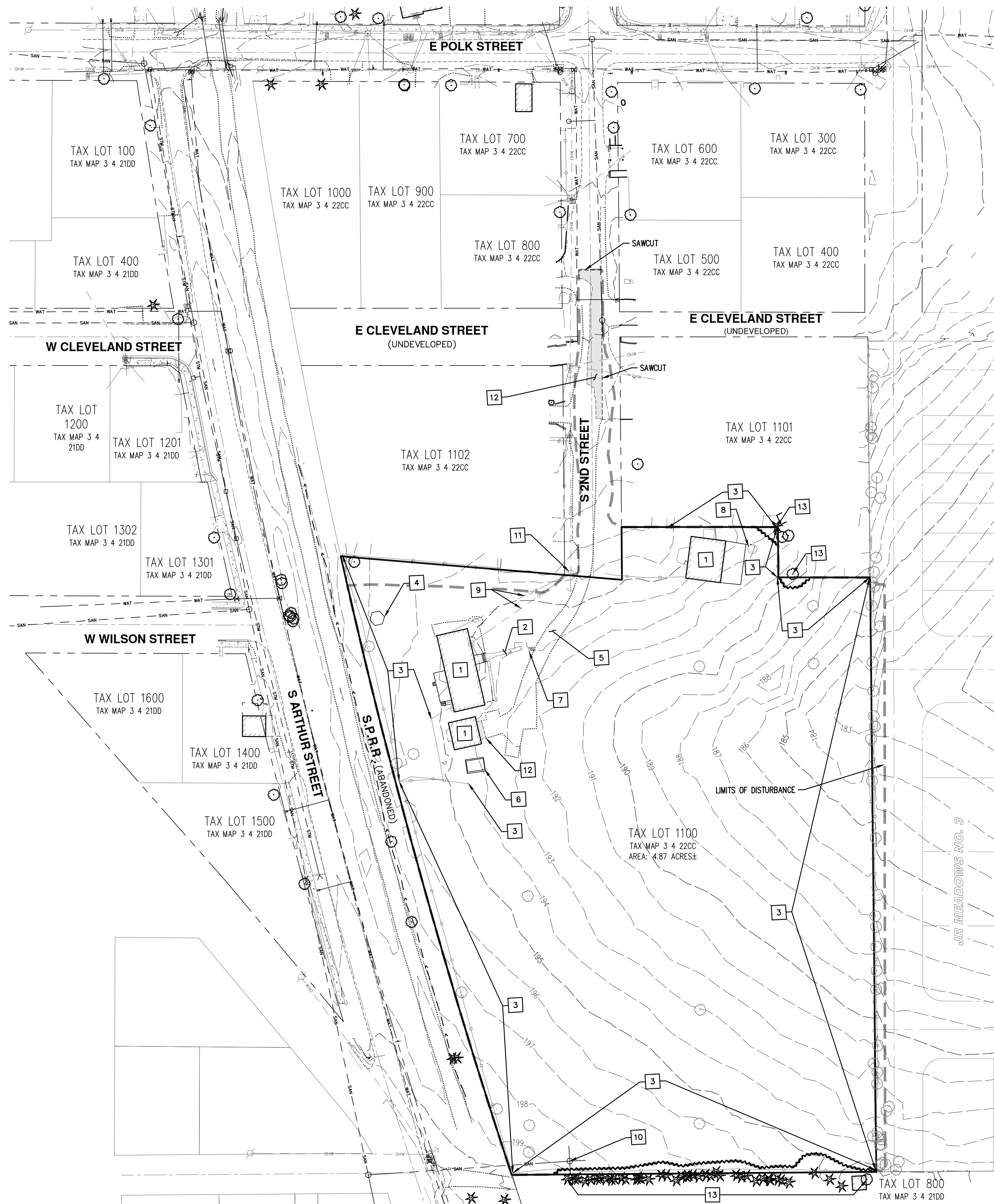
1. THIS PLAN IS INCLUDED TO MEET THE SUBMITTAL REQUIREMENTS FOR THE CITY OF CARLTON.
2. CONCEPTUAL FUTURE STREET LOCATIONS ARE SHOWN FOR ILLUSTRATIVE PURPOSES FOR THE LAND USE APPLICATION ONLY AND ARE NOT PROPOSED WITH THIS SUBDIVISION AND ARE NOT BINDING ON ANY OFF SITE PROPERTIES.
3. THIS DRAWING DOES 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
 OPTION 2
 CARLTON, OREGON**



RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
DATE:	12/22/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH



LEGEND

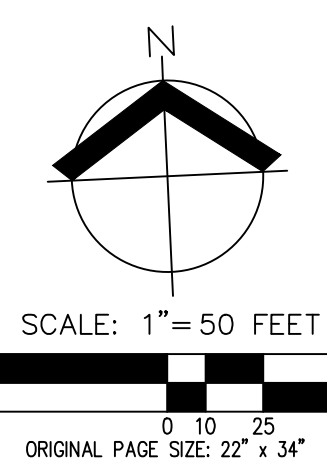
EXISTING GROUND CONTOUR (1 FT)	---	194-
EXISTING GROUND CONTOUR (5 FT)	---	195-
LIMITS OF DISTURBANCE	---	---
EXISTING TREE TO REMAIN	☆	○
EXISTING TREE TO BE REMOVED	☆	○
ASPHALT PAVEMENT TO BE REMOVED	---	---
TREE PROTECTION FENCE	---	---

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.

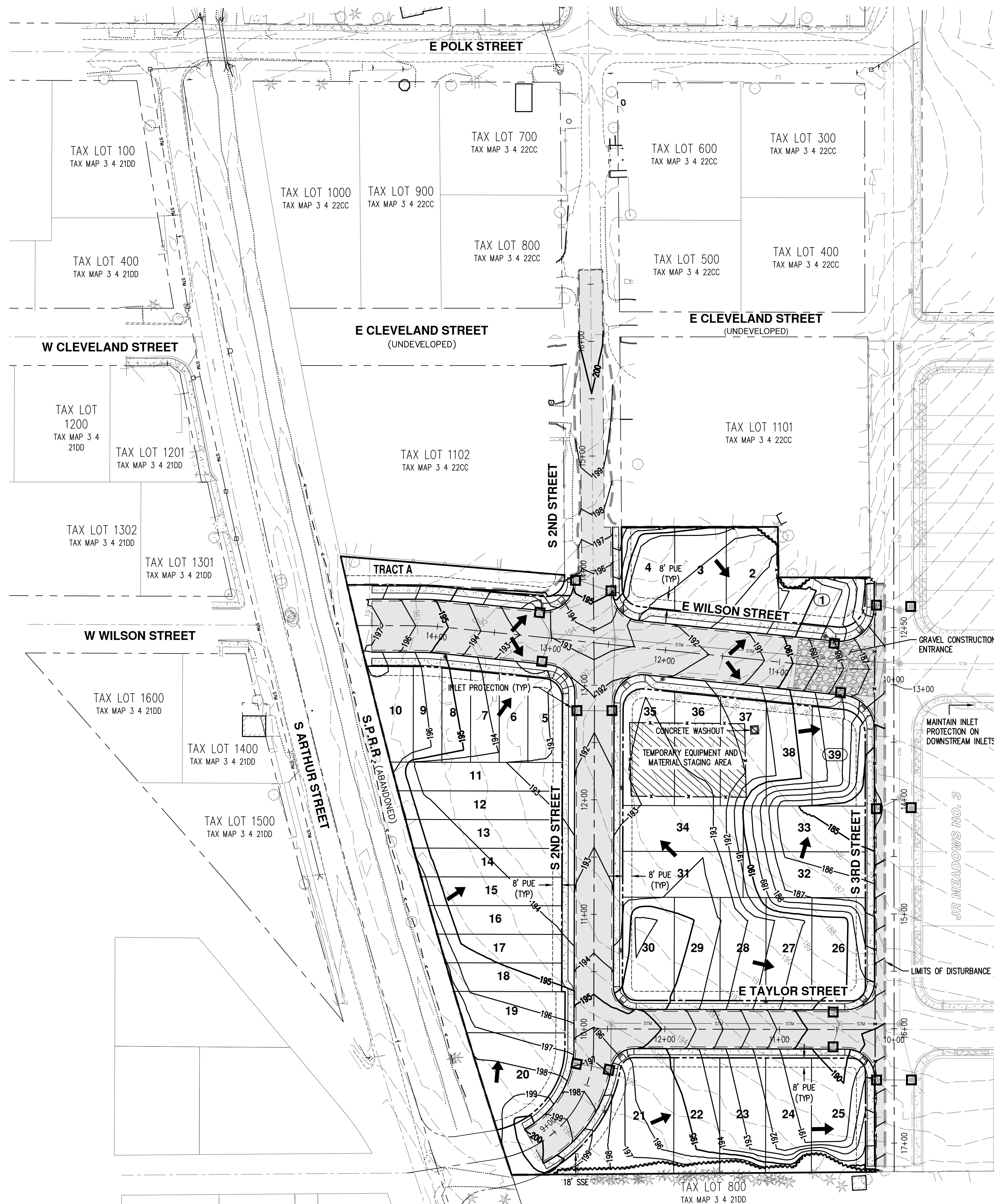


NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.

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



RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
DATE:	12/22/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH



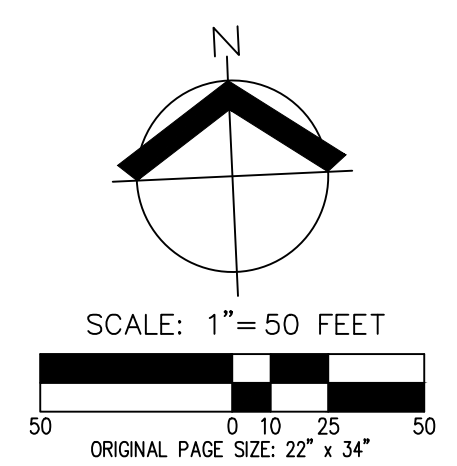
EASEMENT LEGEND

- PUE PUBLIC UTILITY EASEMENT
- SSE PUBLIC SANITARY SEWER EASEMENT

LEGEND

- EXISTING GROUND CONTOUR (1 FT)
- EXISTING GROUND CONTOUR (5 FT)
- FINISHED GRADE CONTOUR (1 FT)
- FINISHED GRADE CONTOUR (5 FT)
- SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)
- INLET PROTECTION (TYP)
- CONCRETE WASHOUT AREA
- DRAINAGE FLOW DIRECTION
- GRAVEL CONSTRUCTION ENTRANCE
- LIMITS OF DISTURBANCE
- TREE PROTECTION/CONSTRUCTION FENCE
- EXISTING TREE TO REMAIN

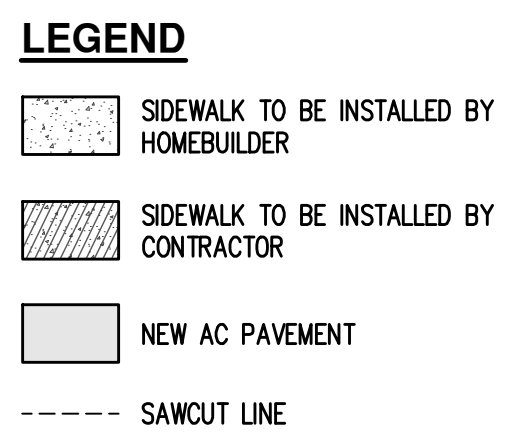
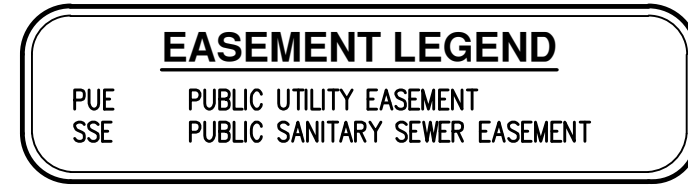
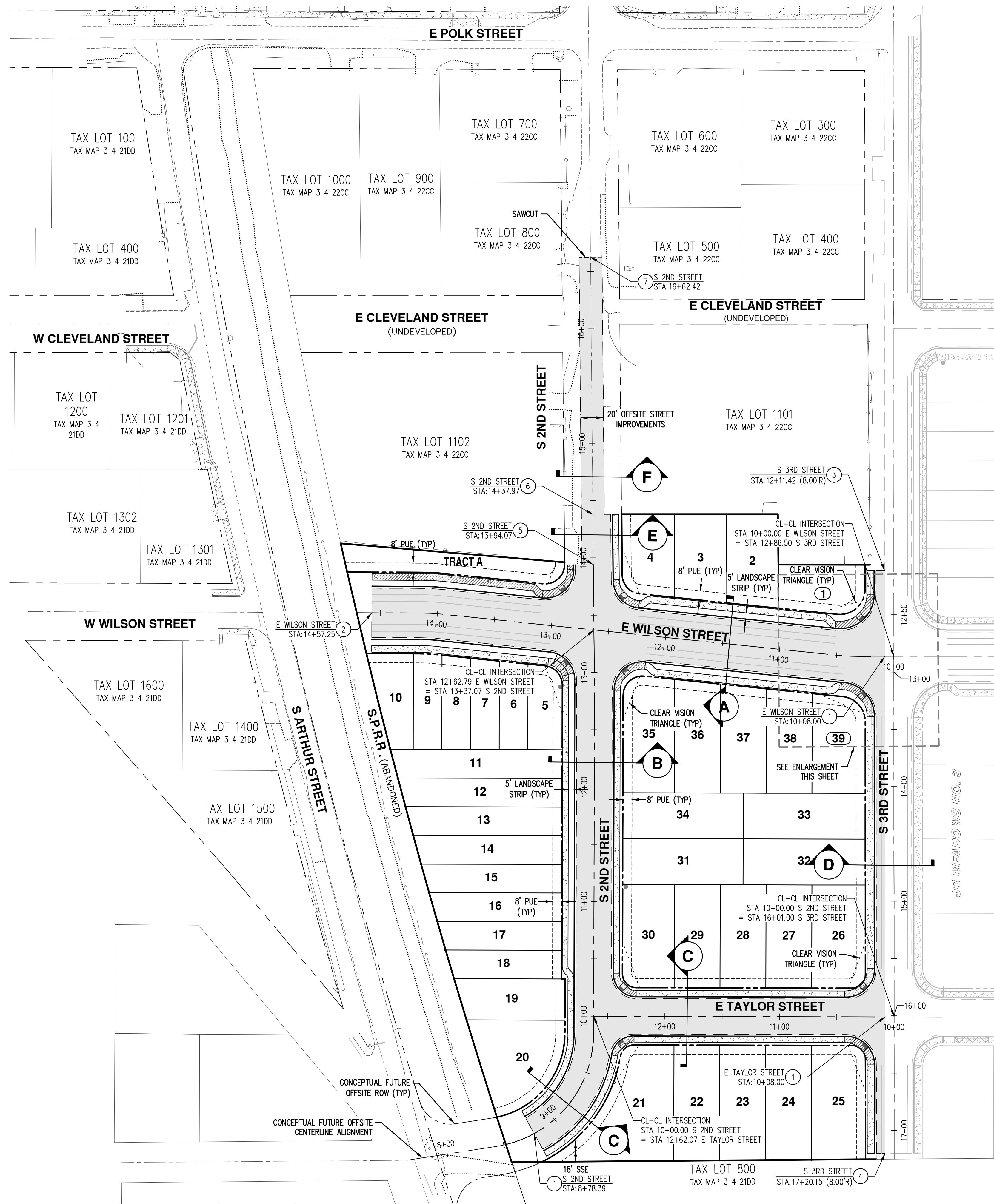
NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.



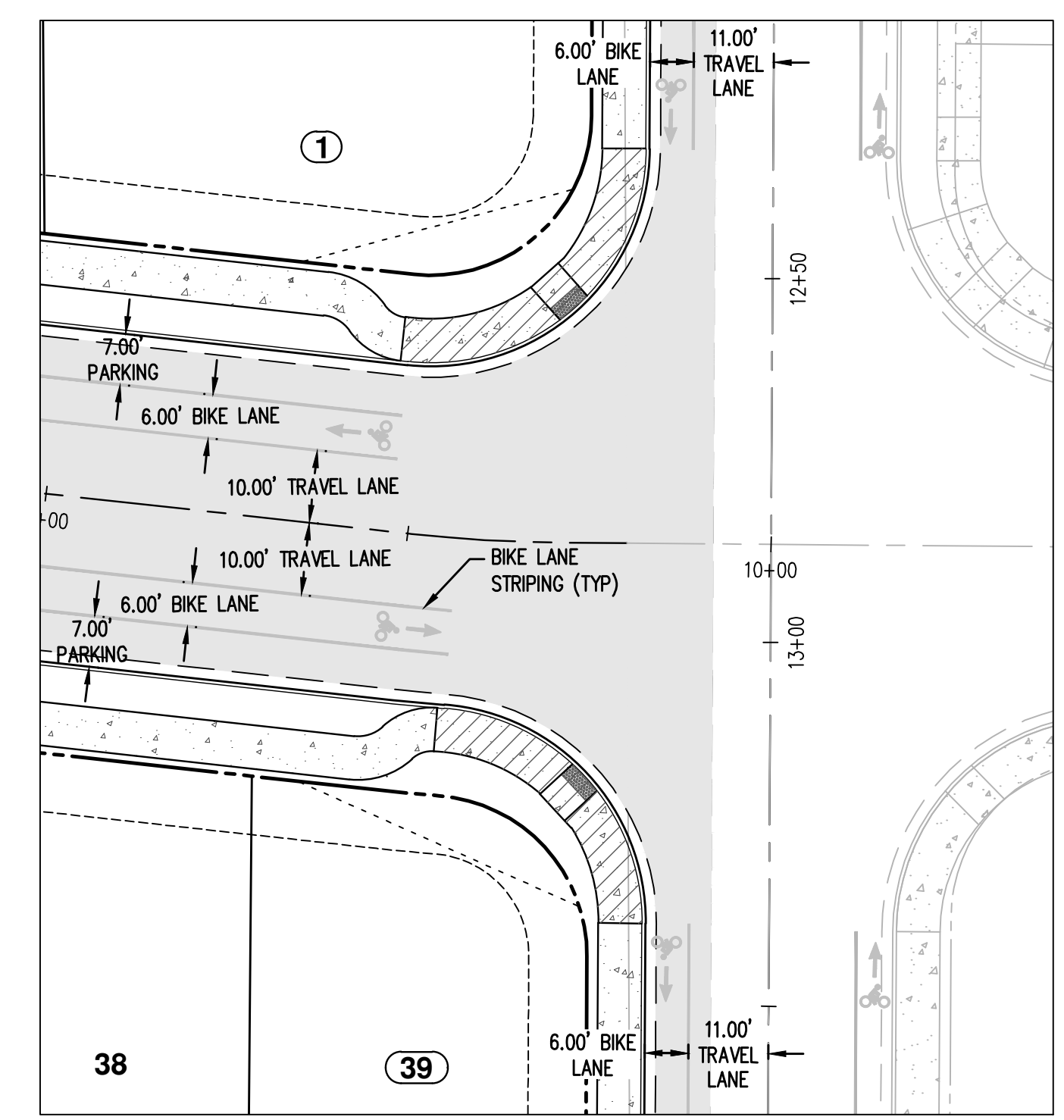
**PRELIMINARY GRADING AND EROSION CONTROL PLAN
 S 2ND STREET SUBDIVISION
 OPTION 2
 CARLTON, OREGON**



RENEWAL DATE: 6/30/25
 JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH

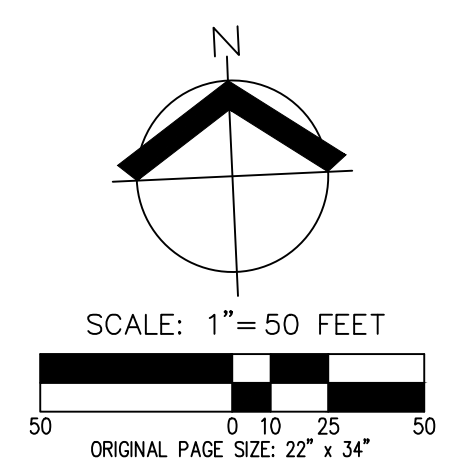


- # KEYED NOTES**
- BEGIN STREET IMPROVEMENTS.
 - END STREET IMPROVEMENTS.
 - BEGIN PARTIAL STREET IMPROVEMENTS.
 - END PARTIAL STREET IMPROVEMENTS.
 - END FULL STREET IMPROVEMENTS. BEGIN 3/4 STREET IMPROVEMENTS.
 - END 3/4 STREET IMPROVEMENTS. BEGIN OFFSITE STREET IMPROVEMENTS.
 - END OFFSITE STREET IMPROVEMENTS.



BICYCLE STRIPING ENLARGEMENT
 SCALE: 1"=20'

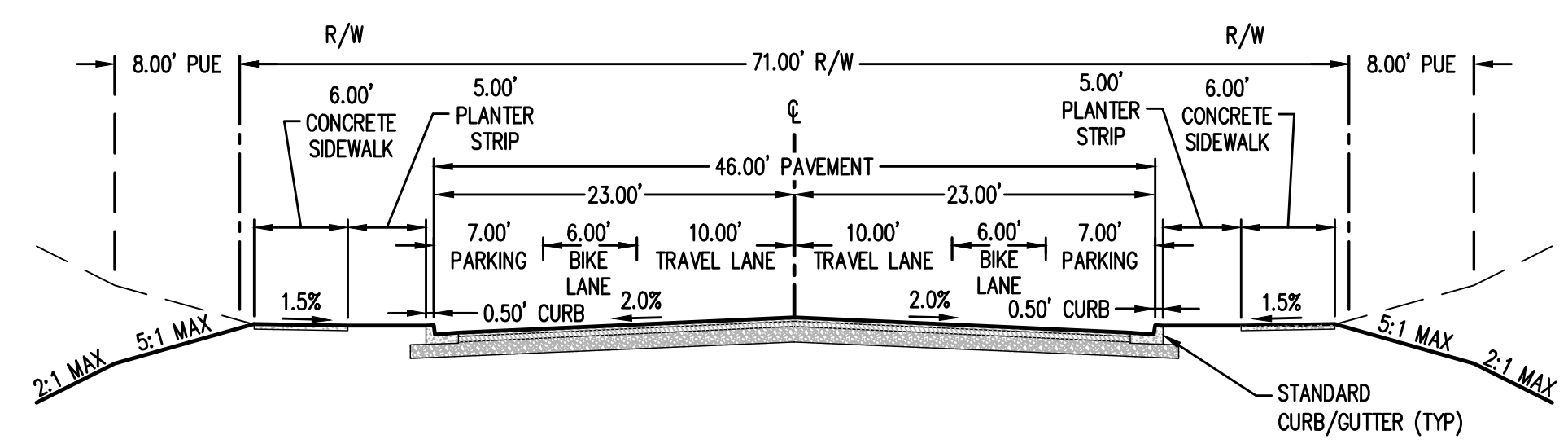
NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.



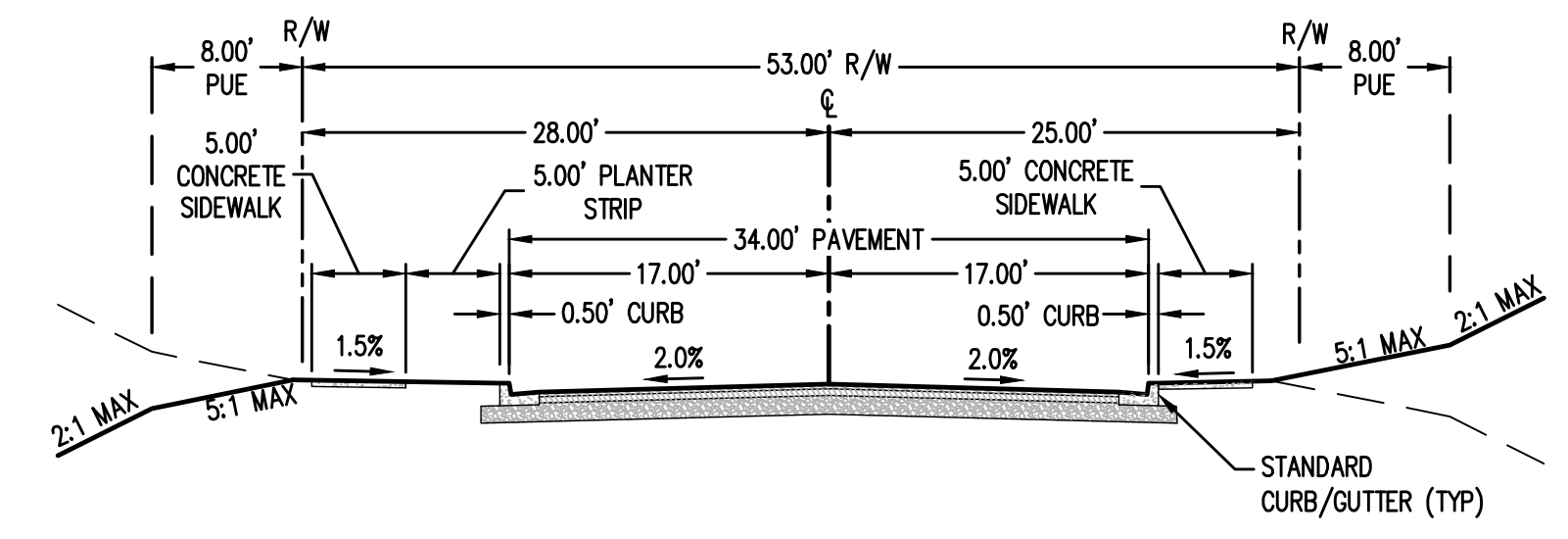
**PRELIMINARY STREET PLAN
 S 2ND STREET SUBDIVISION
 OPTION 2
 CARLTON, OREGON**



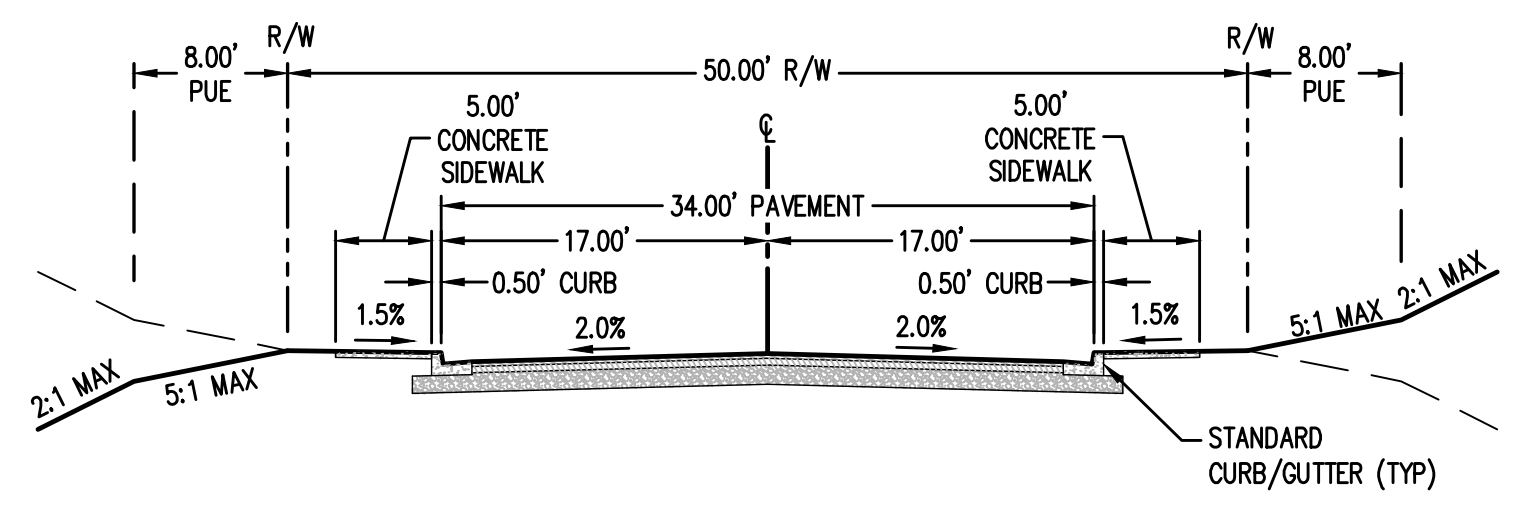
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DATE:	12/22/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH



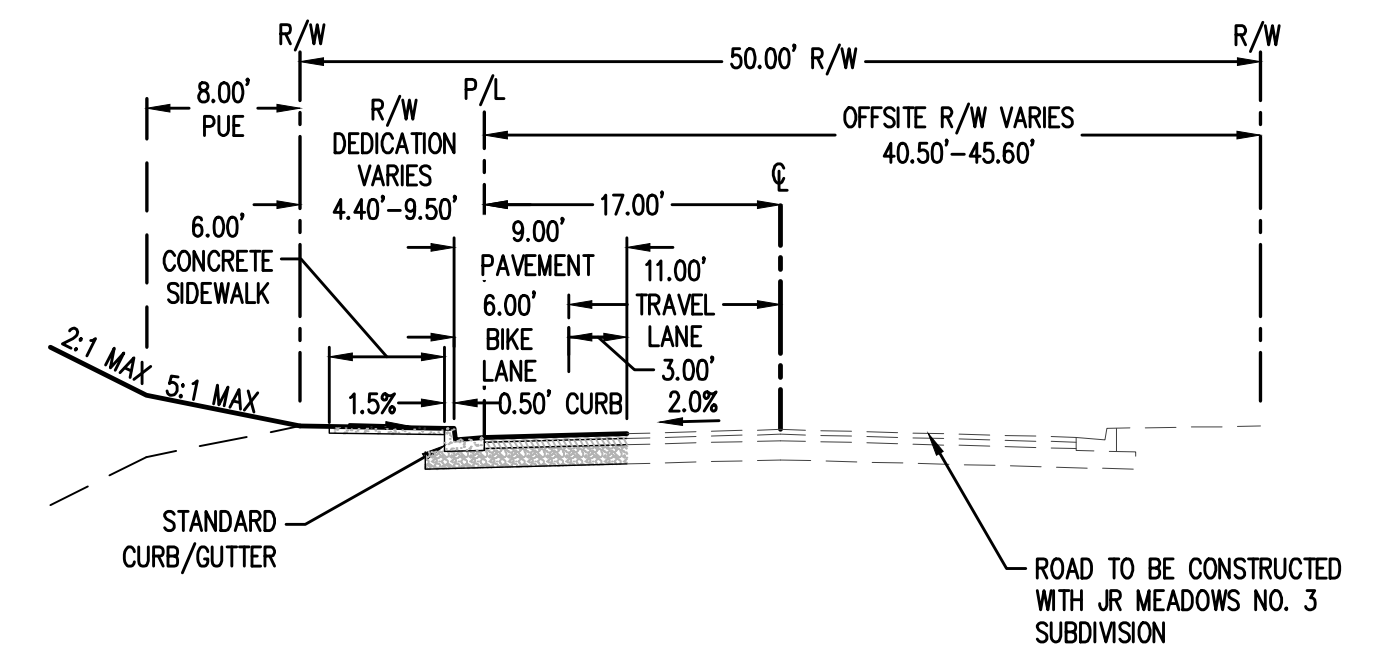
A TYPICAL COLLECTOR STREET SECTION
 E WILSON STREET NOT TO SCALE



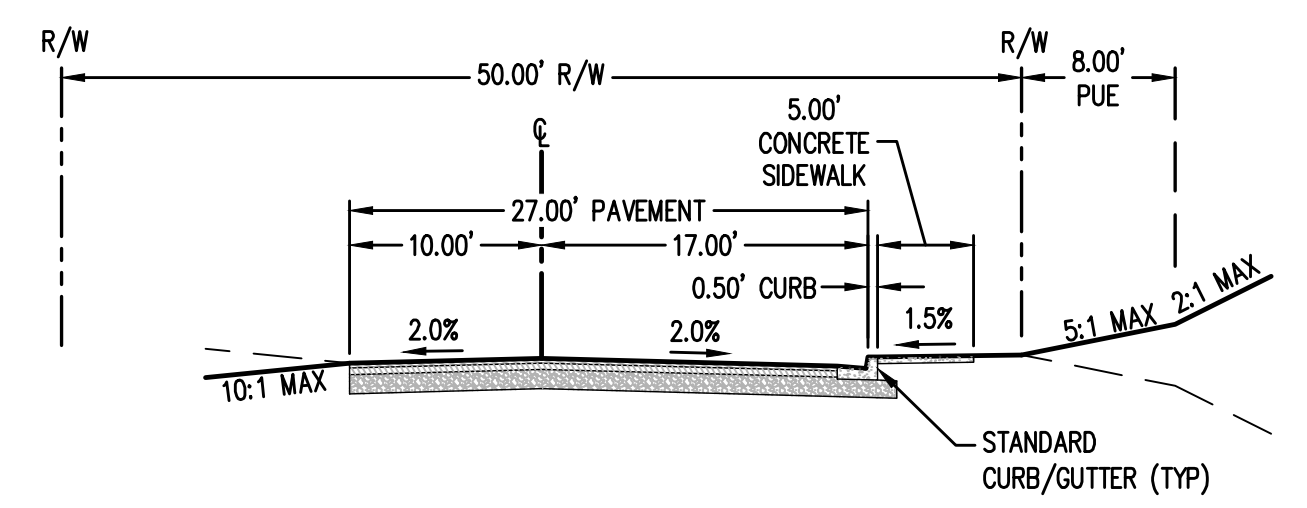
B TYPICAL LOCAL STREET SECTION WITH PLANTER STRIP - LEFT
 PORTION OF S 2ND STREET NOT TO SCALE



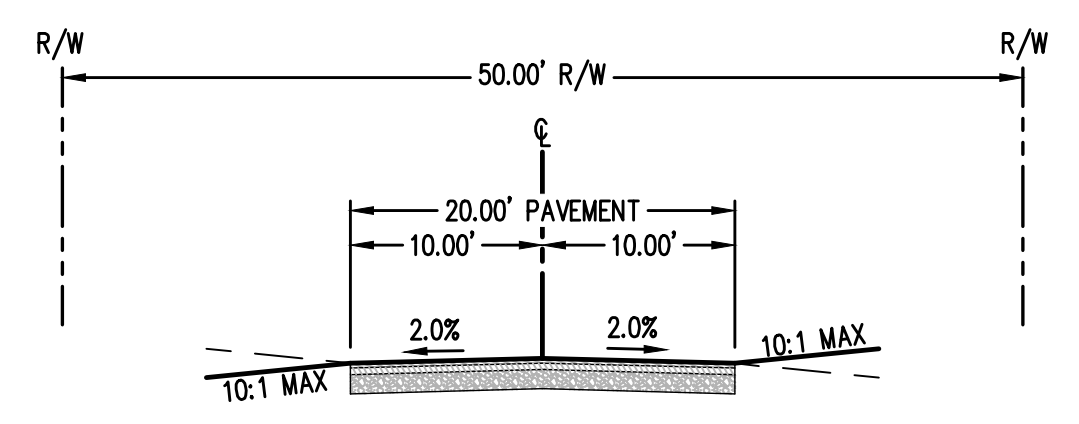
C TYPICAL LOCAL STREET SECTION
 E TAYLOR STREET
 PORTION OF S 2ND STREET NOT TO SCALE



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

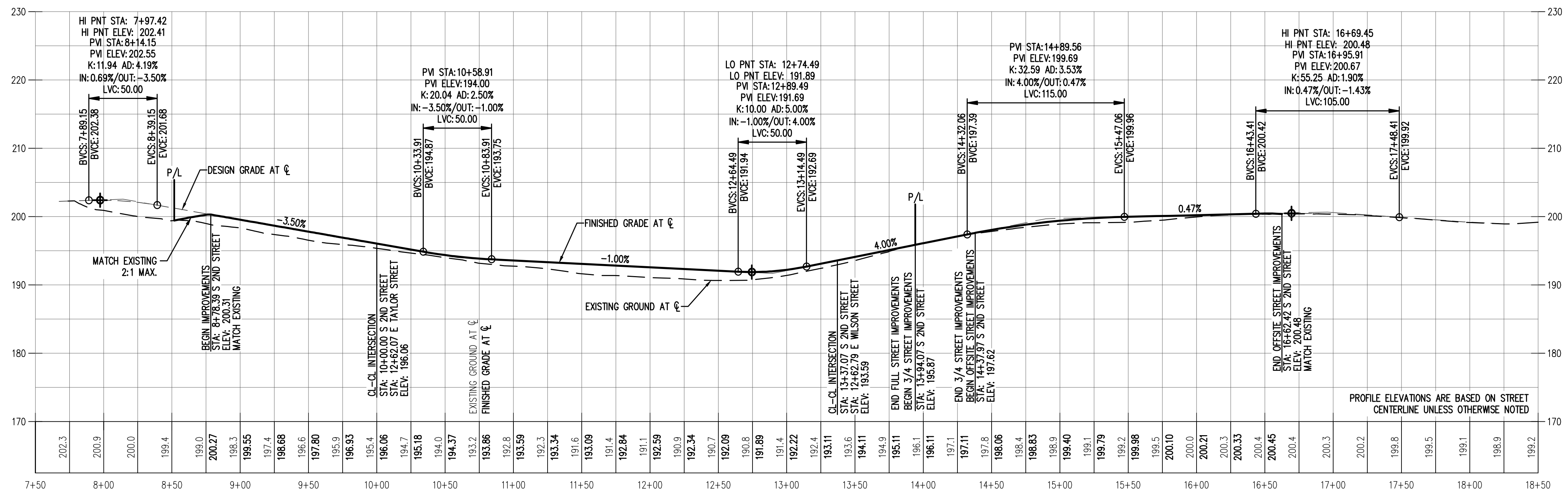


F OFFSITE LOCAL PARTIAL STREET IMPROVEMENTS
 PORTION OF S 2ND STREET NOT TO SCALE

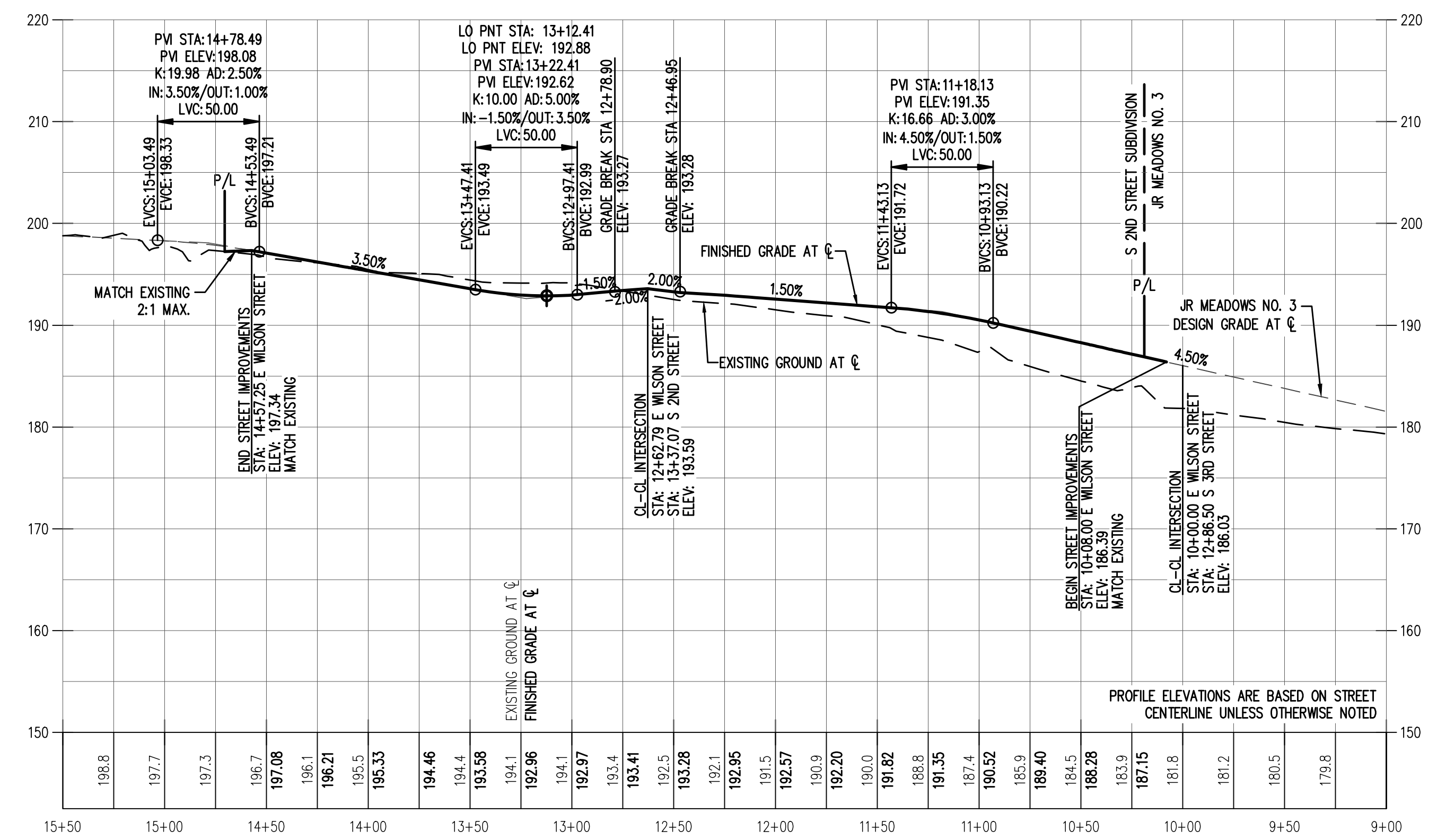
PRELIMINARY STREET CROSS SECTIONS
S 2ND STREET SUBDIVISION
OPTION 2
CARLTON, OREGON



RENEWAL DATE:	6/30/25
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S 2ND STREET
 HORZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 10'



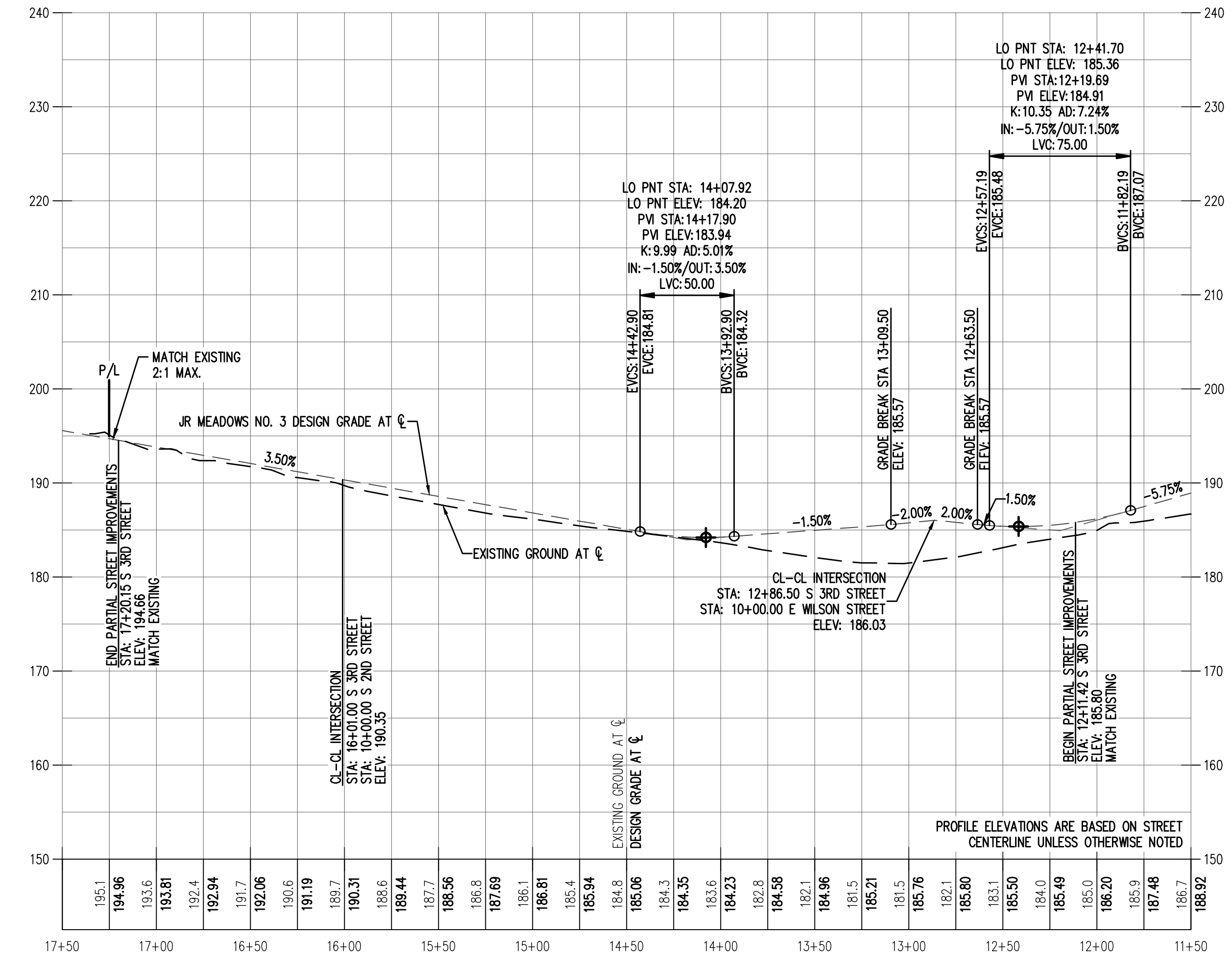
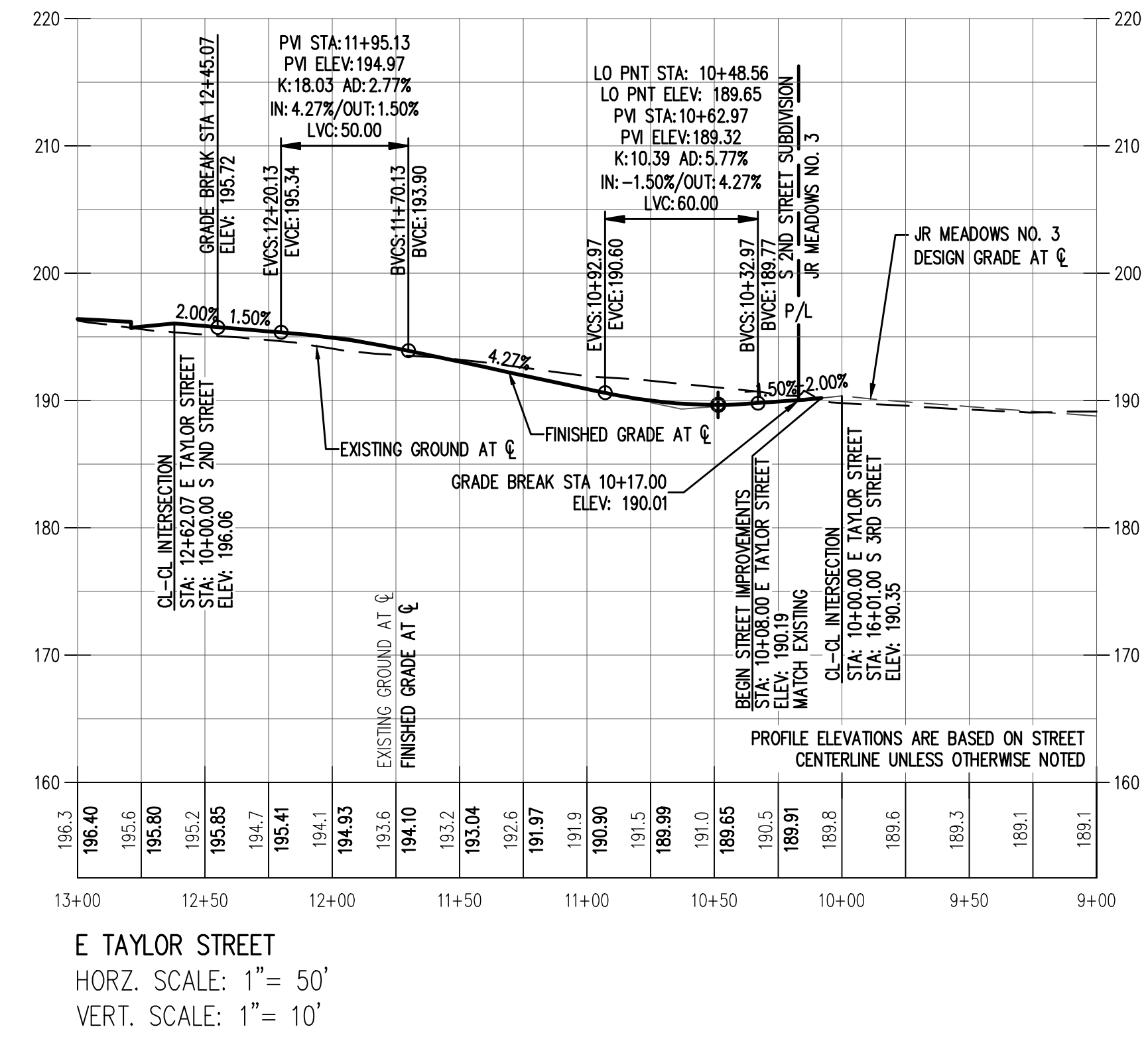
E WILSON STREET
 HORZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 10'

**PRELIMINARY STREET PROFILES
 S 2ND STREET SUBDIVISION
 OPTION 2
 CARLTON, OREGON**



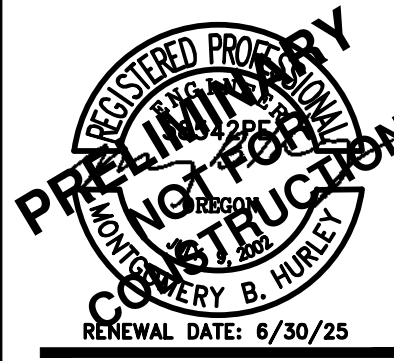
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JOB NUMBER:	4206
DATE:	12/22/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH

NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.

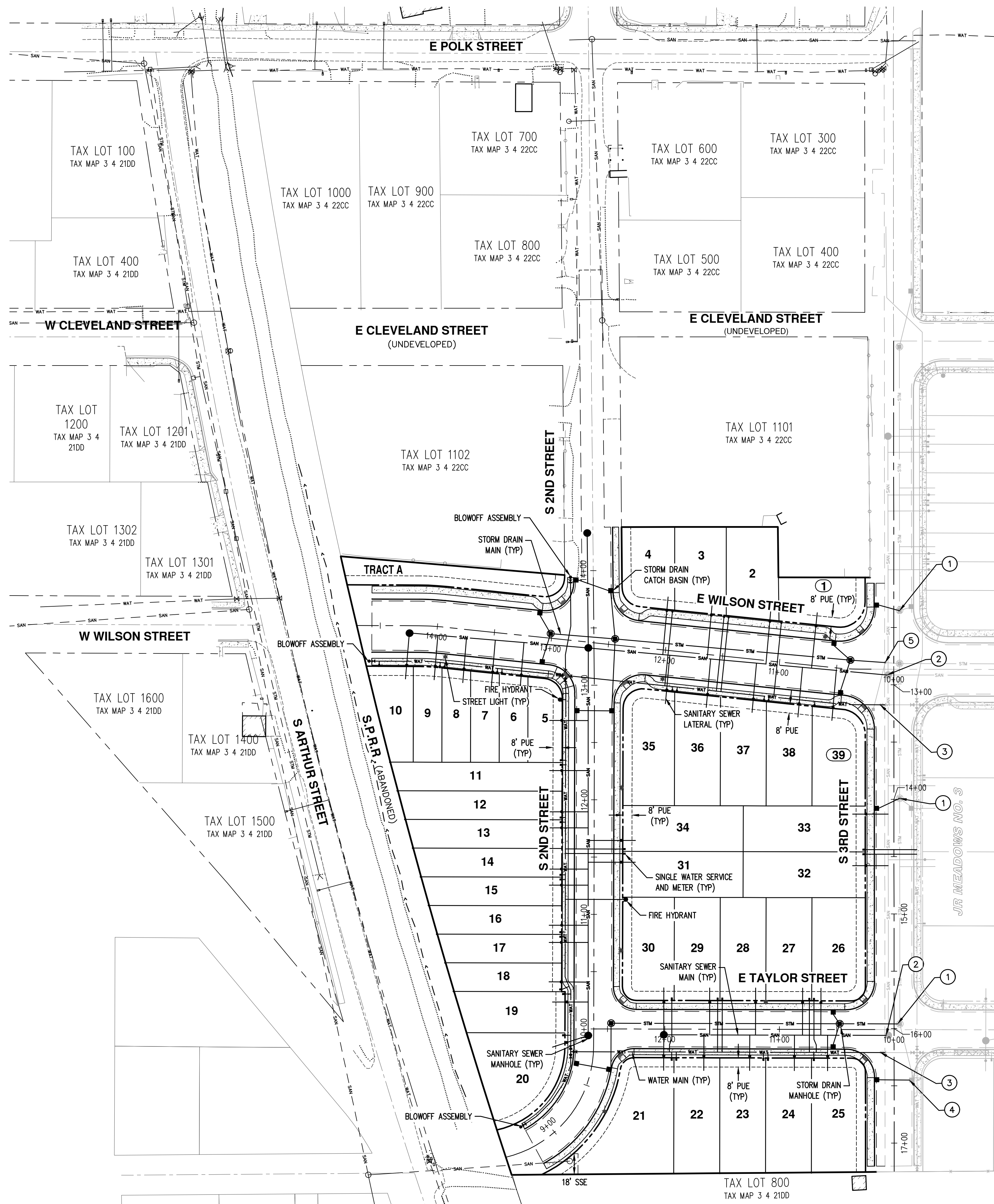


NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.

**PRELIMINARY STREET PROFILES
 S 2ND STREET SUBDIVISION
 OPTION 2
 CARLTON, OREGON**



RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
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DESIGNED BY:	CMS
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CHECKED BY:	MBH



EASEMENT LEGEND

PUE PUBLIC UTILITY 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.
 - CONNECT TO JR MEADOWS NO. 3 STORMWATER CLEANOUT.

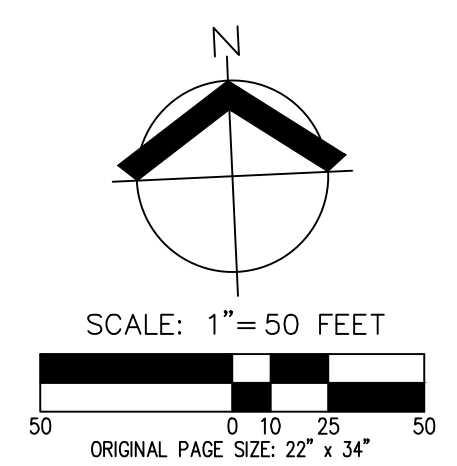
NOTE:
 ALL LOTS SHALL UTILIZE CURB WEEP HOLES FOR ROOF DRAIN CONNECTIONS.

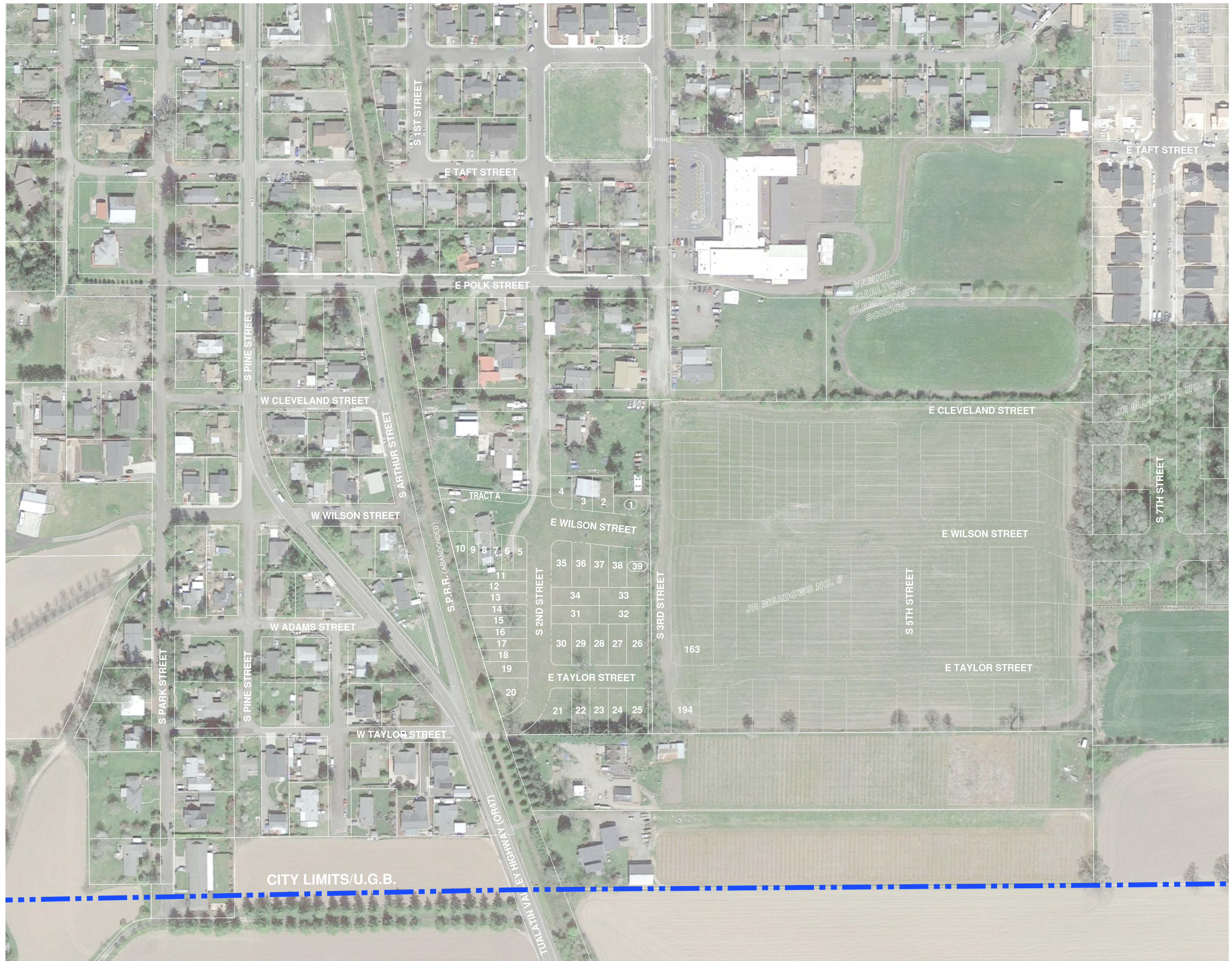
**PRELIMINARY COMPOSITE UTILITY PLAN
 S 2ND STREET SUBDIVISION
 OPTION 2
 CARLTON, OREGON**



JOB NUMBER:	4206
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NOTE:
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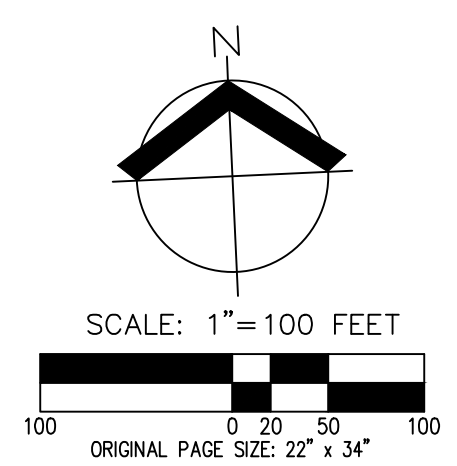




**PRELIMINARY AERIAL PHOTOGRAPH PLAN
 S 2ND STREET SUBDIVISION
 OPTION 2
 CARLTON, OREGON**

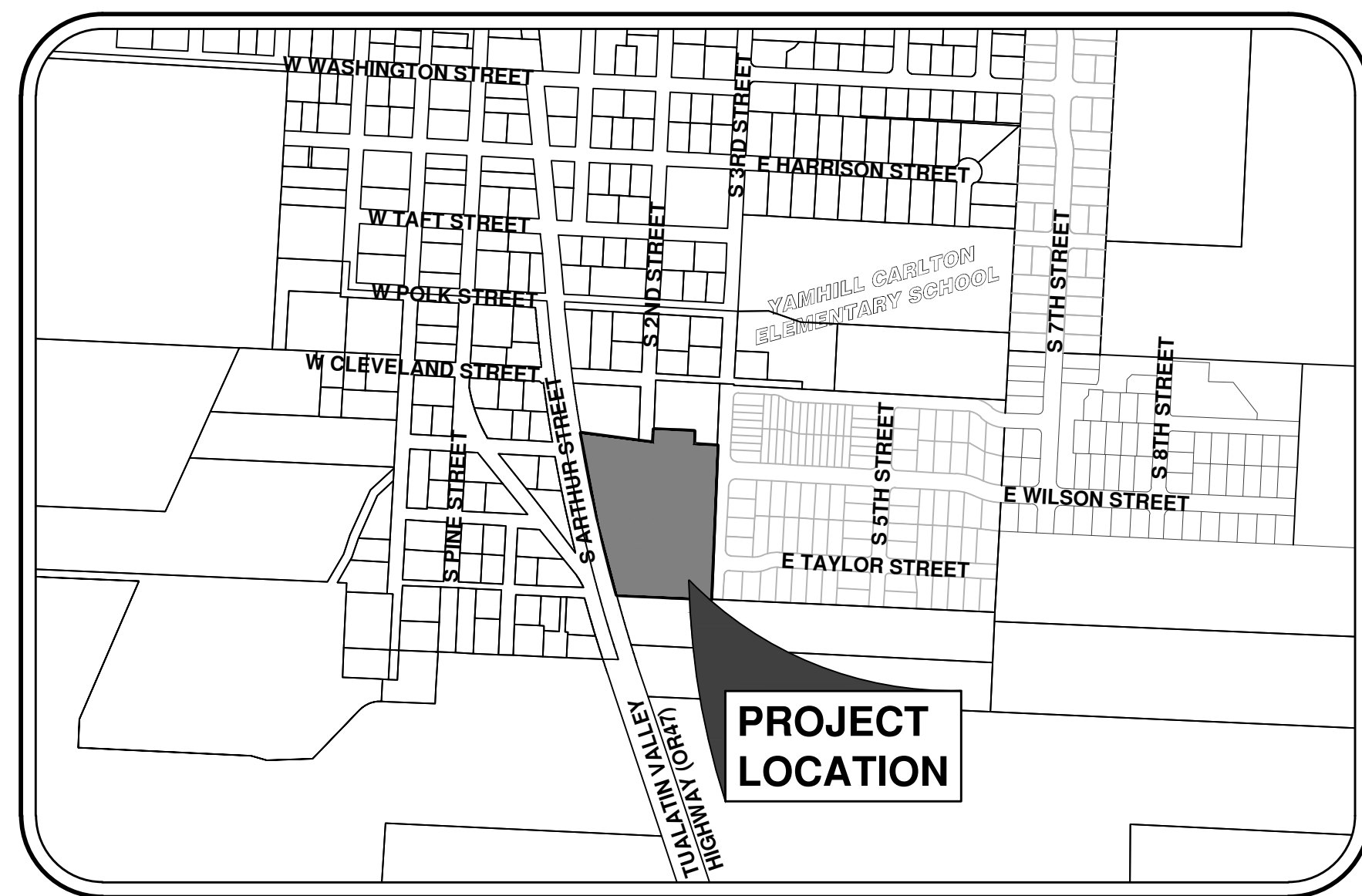


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 JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH

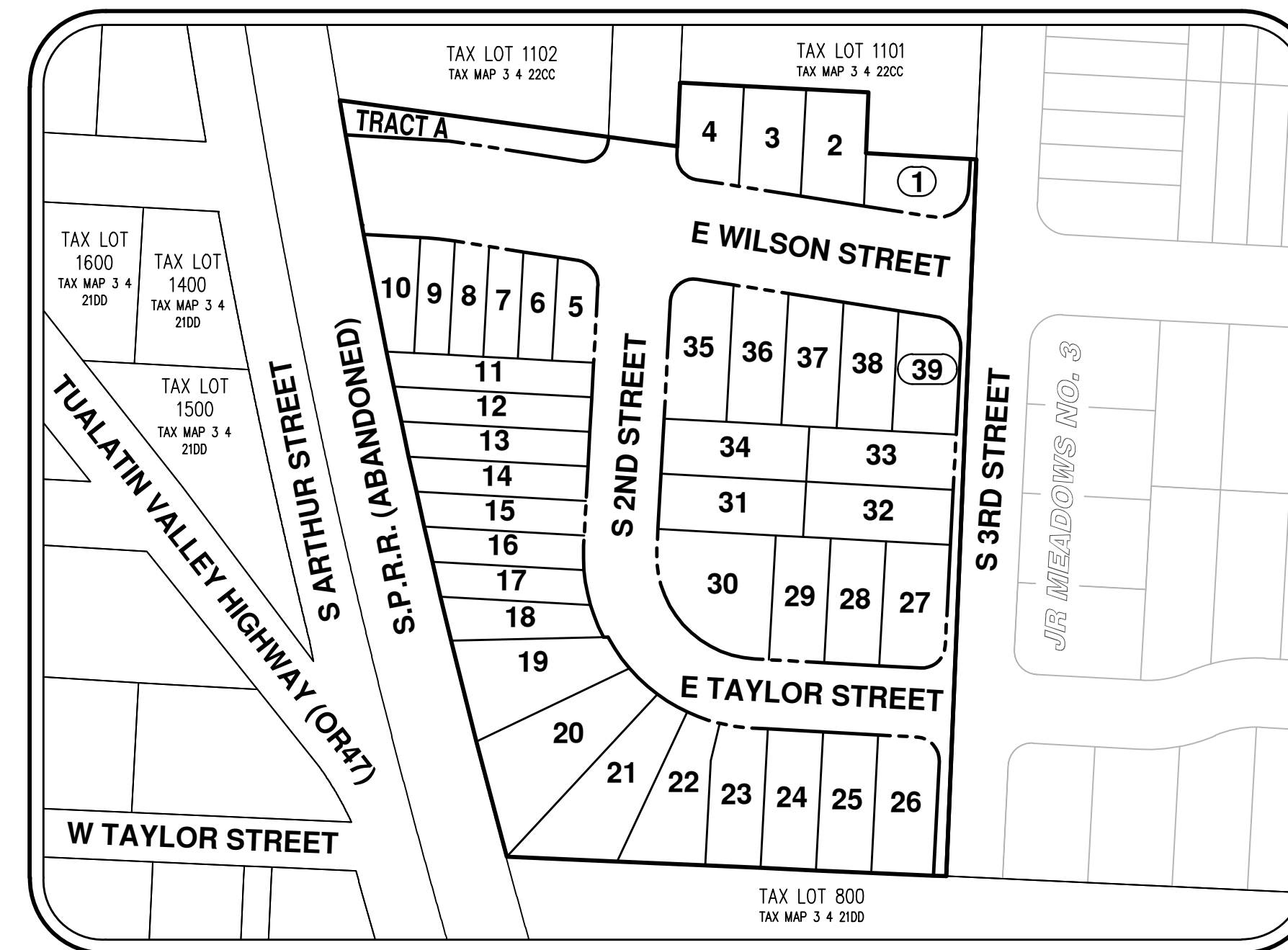
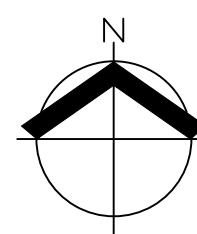


S 2ND STREET SUBDIVISION Exhibit B-9

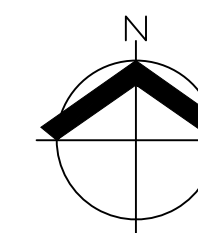
OPTION 3 PRELIMINARY PLANS



VICINITY MAP
 SCALE: 1"=500'



SITE MAP
 SCALE: 1"=100'



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

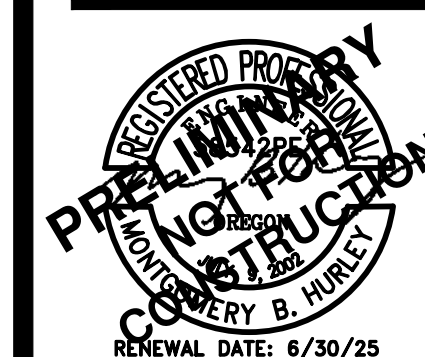
VERTICAL DATUM:

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)

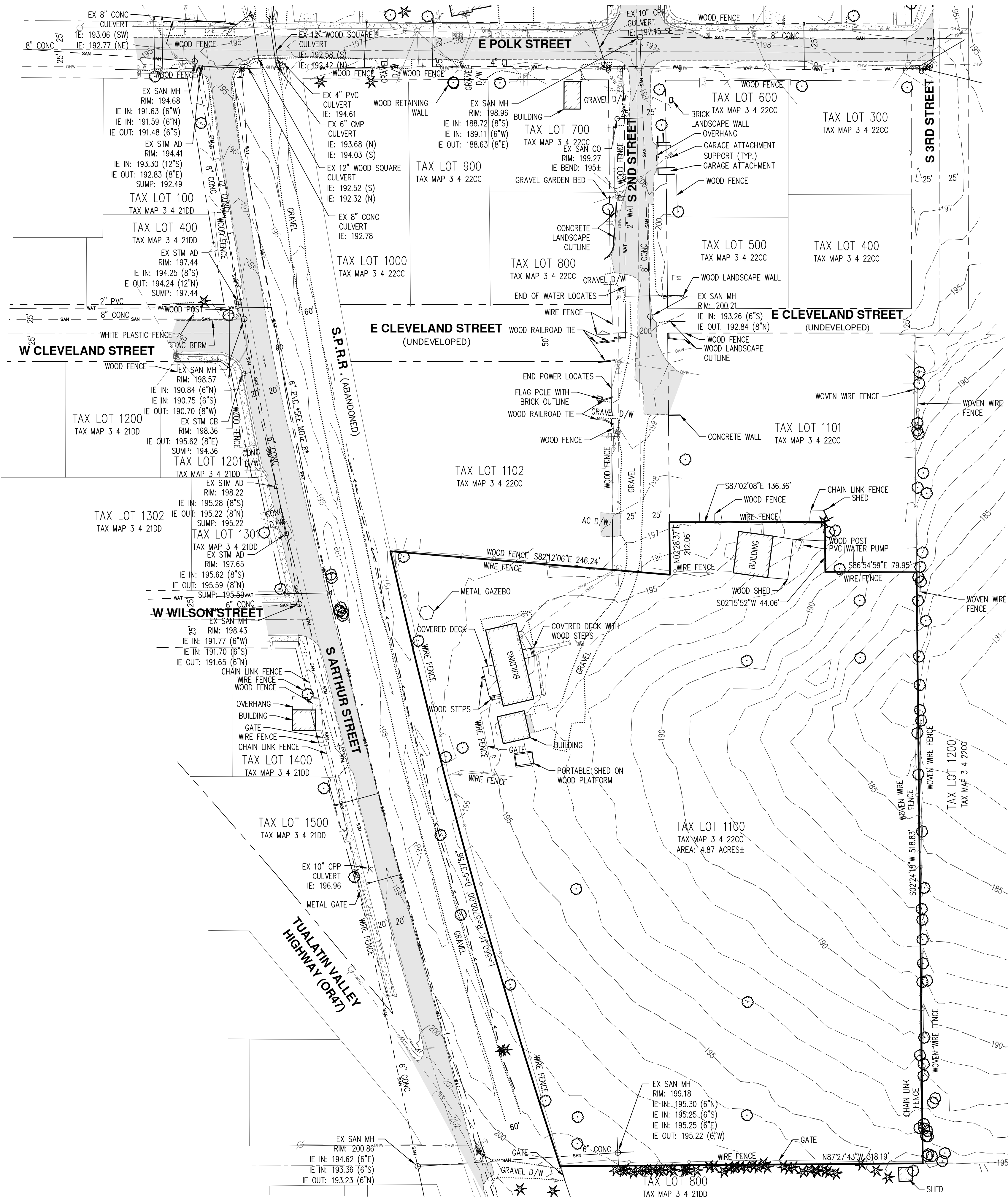
SHEET INDEX

- 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
- P-13 PRELIMINARY COLOR SITE PLAN
- P-14 PRELIMINARY COLOR SECTION ELEVATION

COVER SHEET WITH LEGEND, VICINITY, AND SITE MAPS
S 2ND STREET SUBDIVISION
OPTION 3
CARLTON, OREGON



RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
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DESIGNED BY:	CMS
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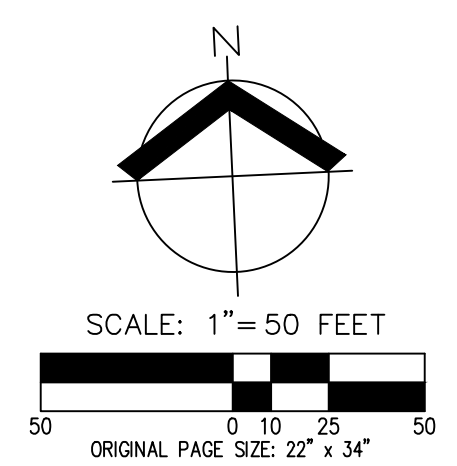


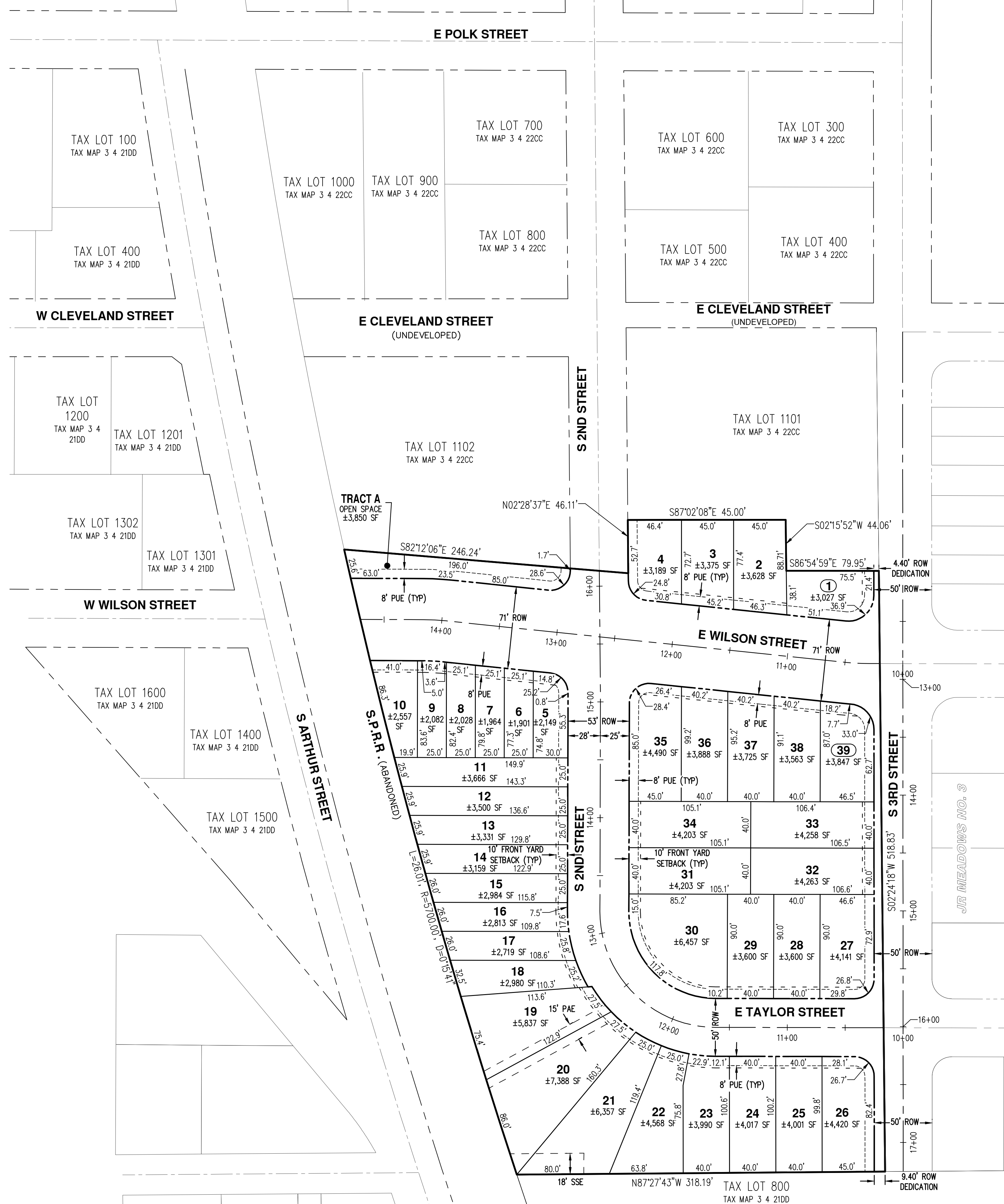
- NOTES:**
- UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 22128346, 22128347, & 22128348. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE 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
 OPTION 3
 CARLTON, OREGON**

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

JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY:
 DRAWN BY: MTB
 CHECKED BY: MK





EASEMENT LEGEND

PUE	PUBLIC UTILITY EASEMENT
PAE	PUBLIC ACCESS 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 IS INTENDED TO BE RETAINED AND MAINTAINED BY THE DECLARANT. ALTERNATIVELY, IF THE CITY OF CARLTON WOULD LIKE TO OWN THE TRACT, THEN IT SHALL BE DEDICATED TO THE CITY AND MAINTAINED BY THE CITY.

NOTE:
 PUBLIC SANITARY SEWER EASEMENT IS SHOWN ON LOTS 20 AND 21 FOR EXISTING SANITARY SEWER TO THE BENEFIT OF TAX LOT 800.

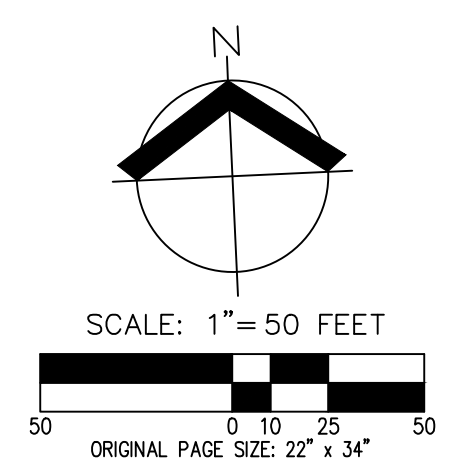
MIXED DENSITY RESIDENTIAL (MX) DEVELOPMENT STANDARDS:

- 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 PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.

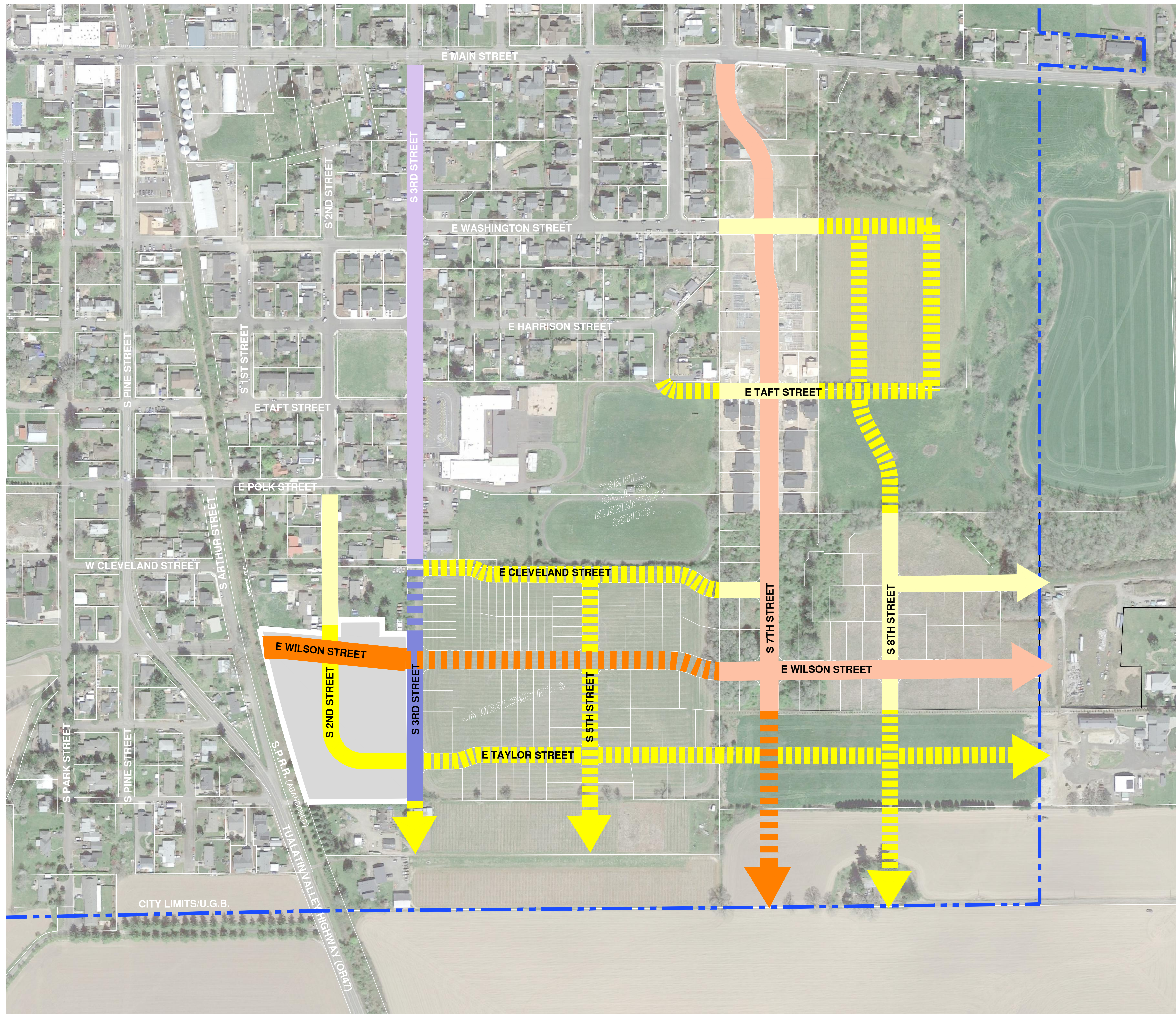


PRELIMINARY SUBDIVISION PLAT WITH FUTURE BUILDING SETBACKS
S 2ND STREET SUBDIVISION
 OPTION 3
 CARLTON, OREGON



RENEWAL DATE: 6/30/25

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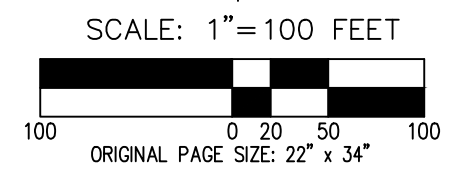
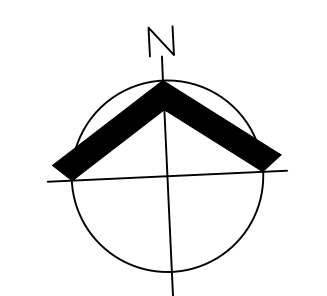


LEGEND:

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

NOTES:

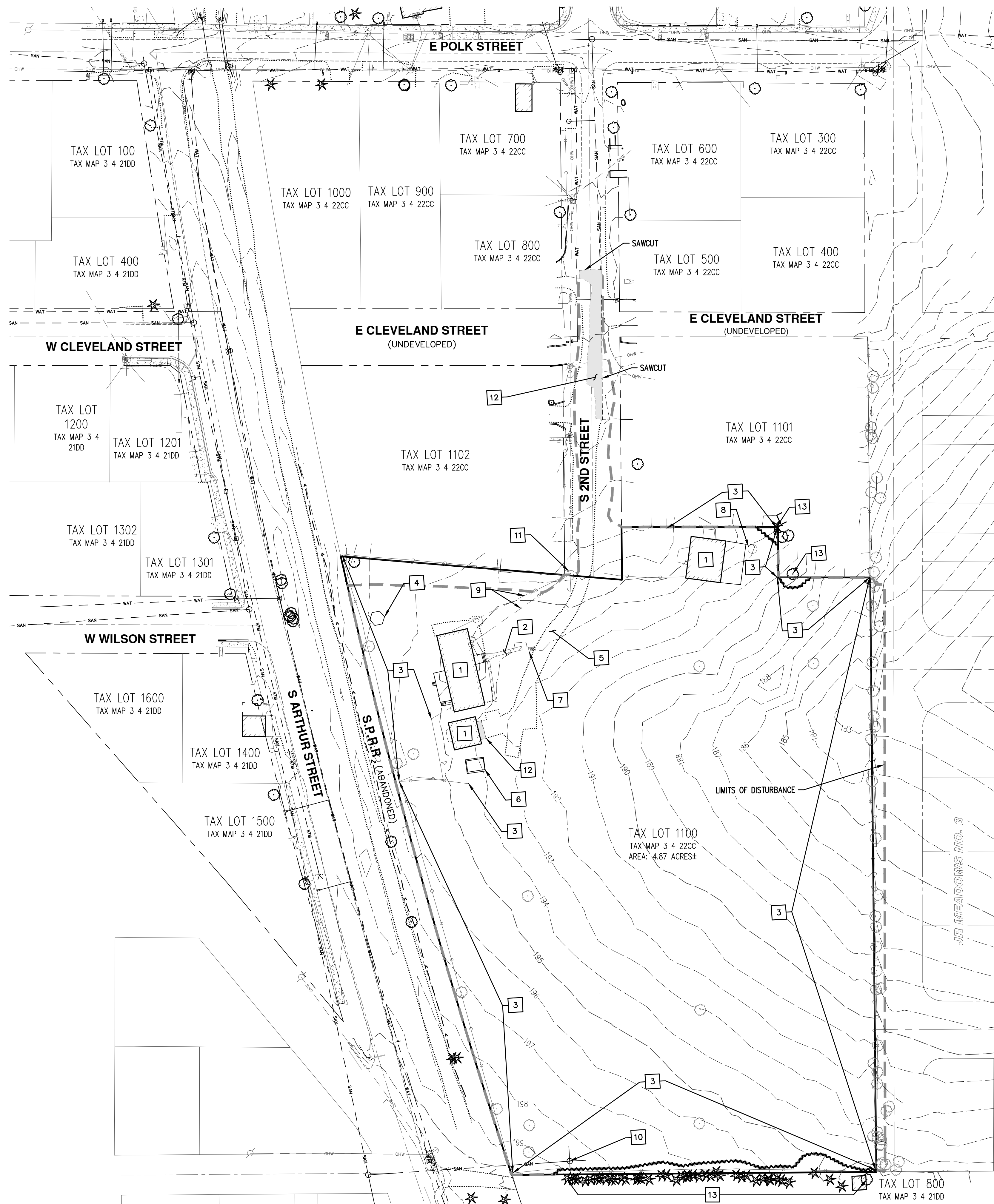
1. THIS PLAN IS INCLUDED TO MEET THE SUBMITTAL REQUIREMENTS FOR THE CITY OF CARLTON.
2. CONCEPTUAL FUTURE STREET LOCATIONS ARE SHOWN FOR ILLUSTRATIVE PURPOSES FOR THE LAND USE APPLICATION ONLY AND ARE NOT PROPOSED WITH THIS SUBDIVISION AND ARE NOT BINDING ON ANY OFF SITE PROPERTIES.
3. THIS DRAWING DOES 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
 OPTION 3
 CARLTON, OREGON**



RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
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LEGEND

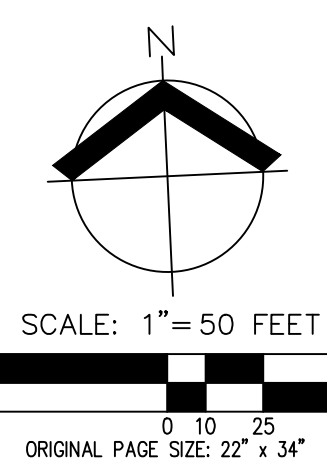
EXISTING GROUND CONTOUR (1 FT)	---	194-
EXISTING GROUND CONTOUR (5 FT)	---	195-
LIMITS OF DISTURBANCE	---	---
EXISTING TREE TO REMAIN		
EXISTING TREE TO BE REMOVED		
ASPHALT PAVEMENT TO BE REMOVED		
TREE PROTECTION FENCE		

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 AND/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.

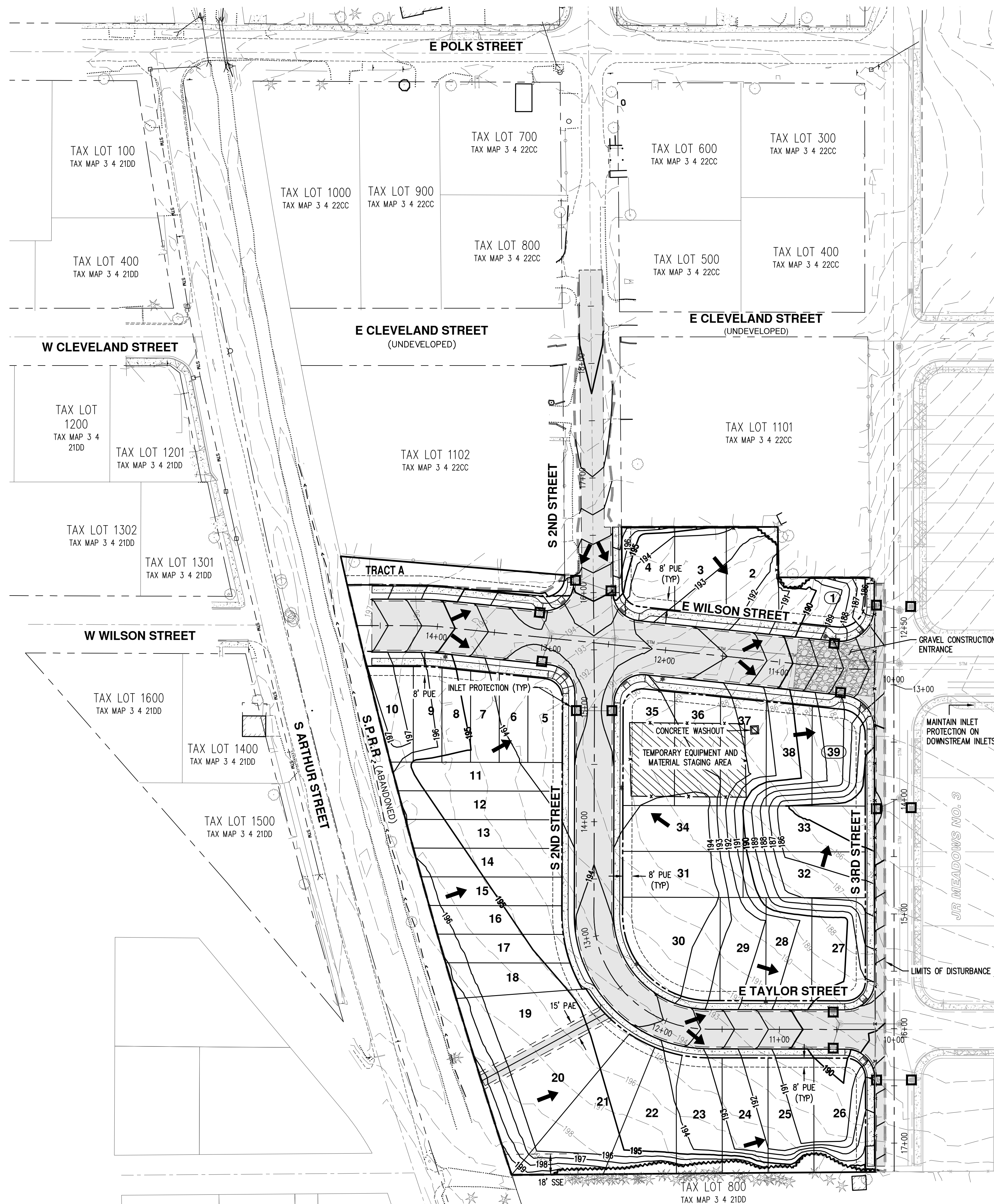


NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.

**PRELIMINARY DEMOLITION PLAN
 S 2ND STREET SUBDIVISION
 OPTION 3
 CARLTON, OREGON**



JOB NUMBER:	4206
DATE:	12/22/2023
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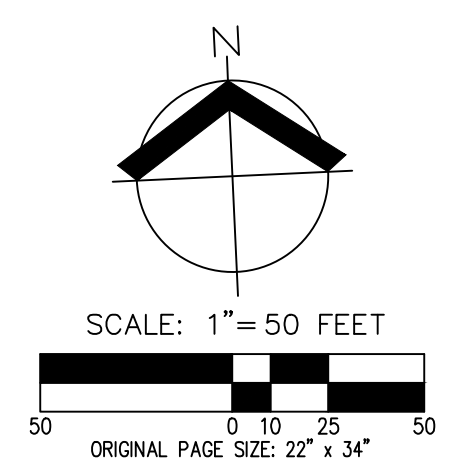
EASEMENT LEGEND

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

LEGEND

- EXISTING GROUND CONTOUR (1 FT)
- EXISTING GROUND CONTOUR (5 FT)
- FINISHED GRADE CONTOUR (1 FT)
- FINISHED GRADE CONTOUR (5 FT)
- SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)
- INLET PROTECTION (TYP)
- CONCRETE WASHOUT AREA
- DRAINAGE FLOW DIRECTION
- GRAVEL CONSTRUCTION ENTRANCE
- LIMITS OF DISTURBANCE
- TREE PROTECTION/CONSTRUCTION FENCE
- EXISTING TREE TO REMAIN

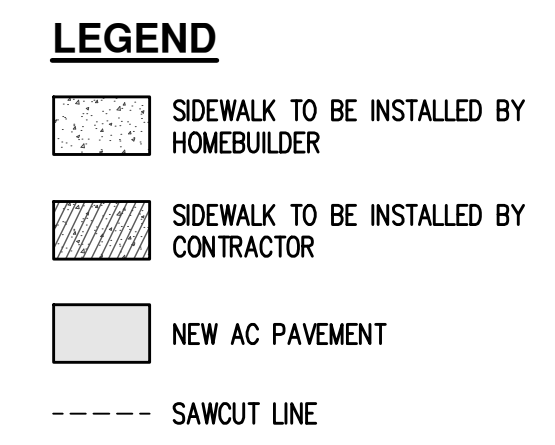
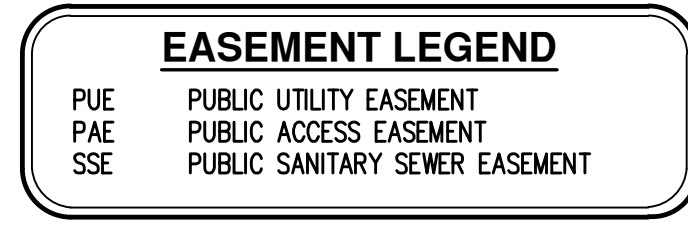
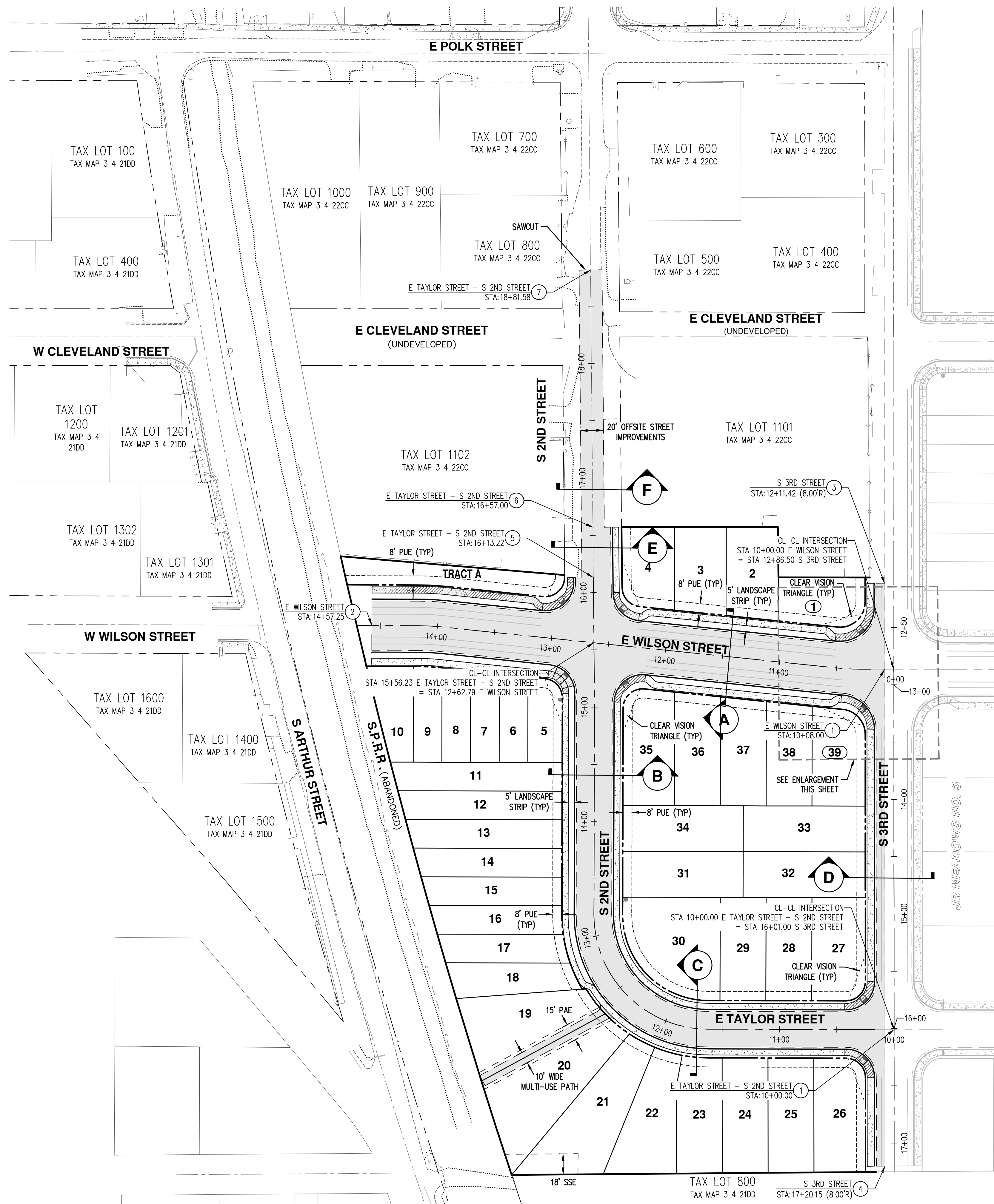
NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.



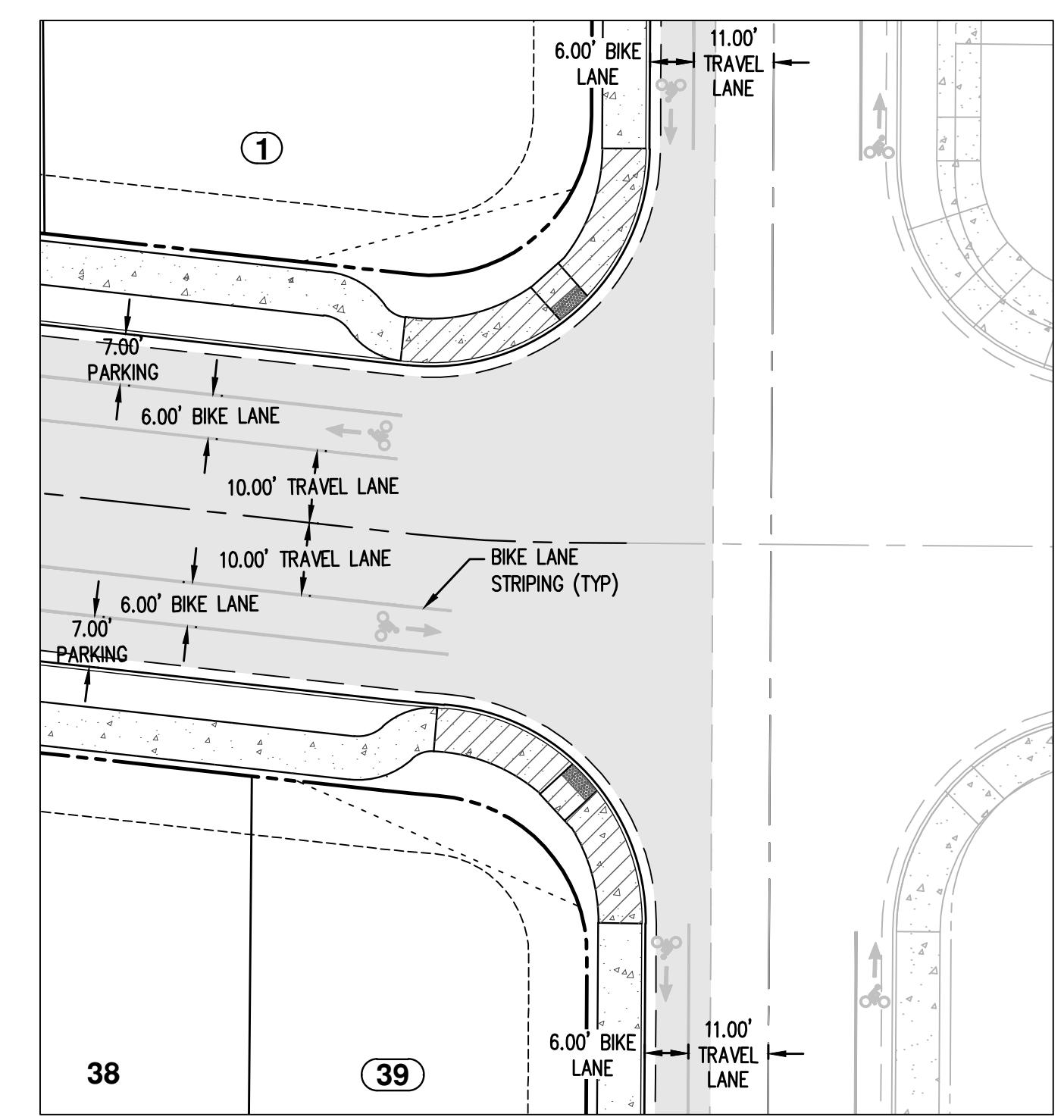
PRELIMINARY GRADING AND EROSION CONTROL PLAN
S 2ND STREET SUBDIVISION
OPTION 3
CARLTON, OREGON



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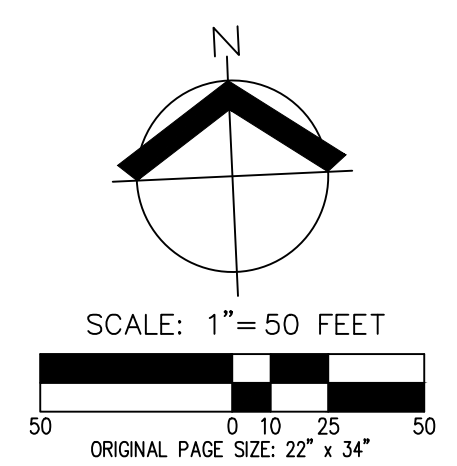


- # KEYED NOTES**
- BEGIN STREET IMPROVEMENTS.
 - END STREET IMPROVEMENTS.
 - BEGIN PARTIAL STREET IMPROVEMENTS.
 - END PARTIAL STREET IMPROVEMENTS.
 - END FULL STREET IMPROVEMENTS. BEGIN 3/4 STREET IMPROVEMENTS.
 - END 3/4 STREET IMPROVEMENTS. BEGIN OFFSITE STREET IMPROVEMENTS.
 - END OFFSITE STREET IMPROVEMENTS.



BICYCLE STRIPING ENLARGEMENT
 SCALE: 1"=20'

NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.

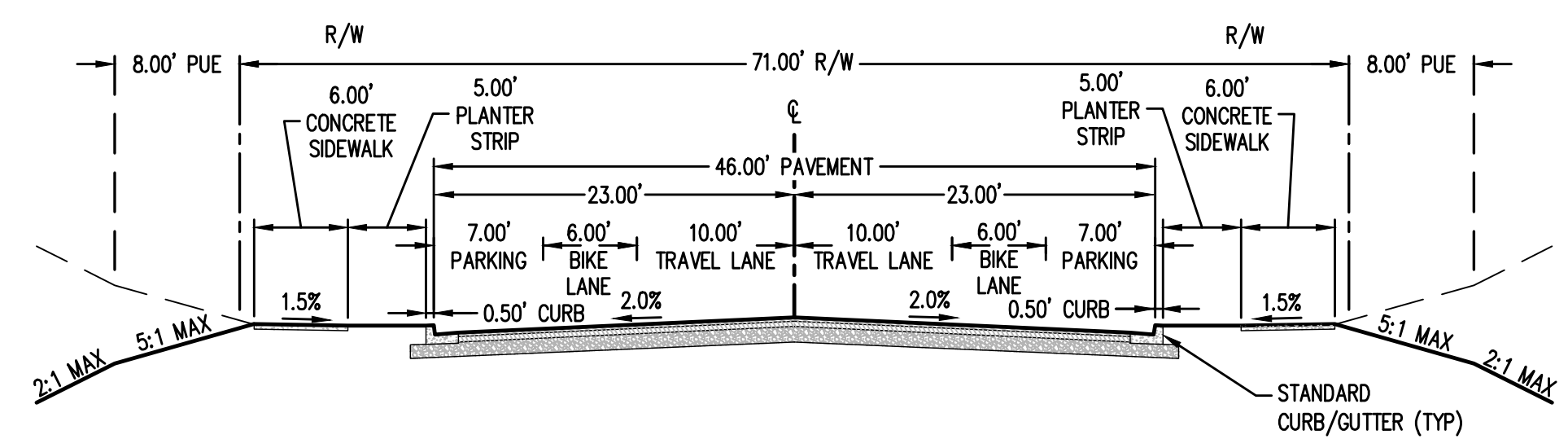


**PRELIMINARY STREET
 BRAND STREET SUBDIVISION
 OPTION 3
 CARLTON, OREGON**

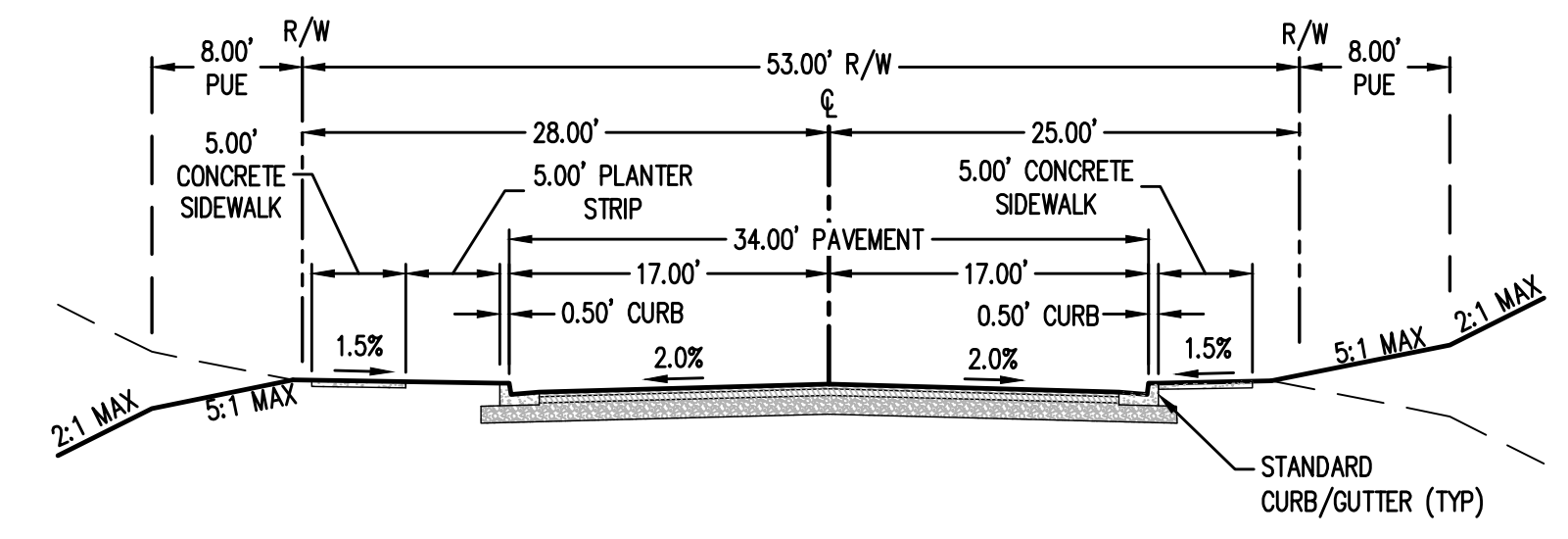


RENEWAL DATE: 6/30/25

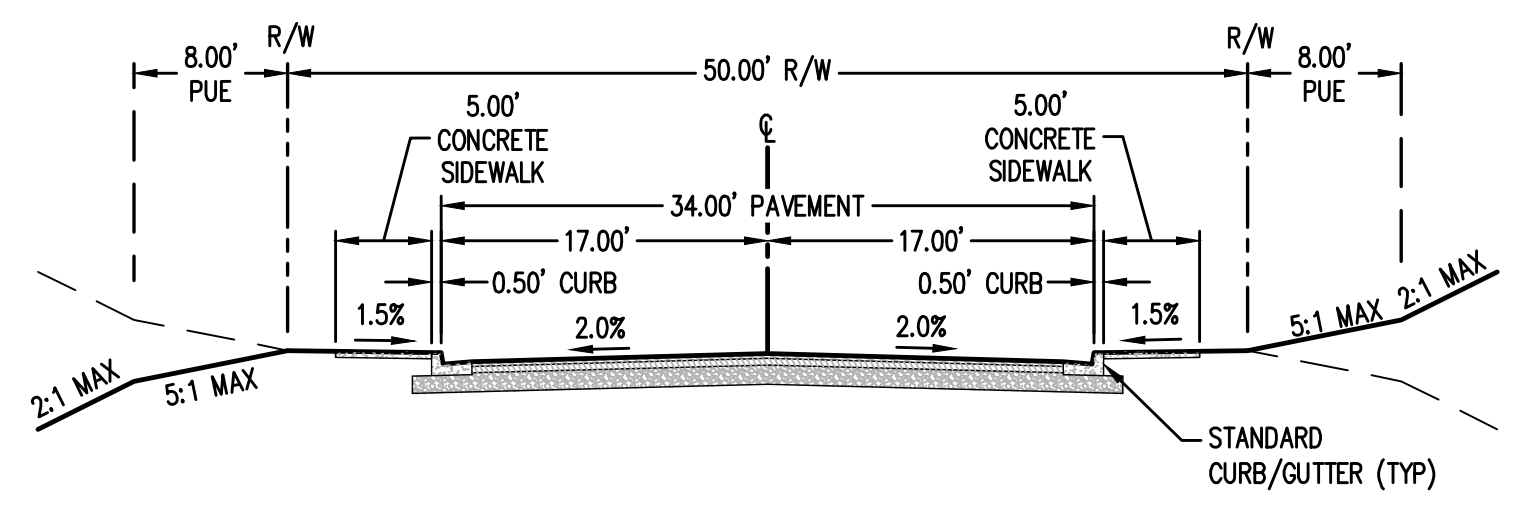
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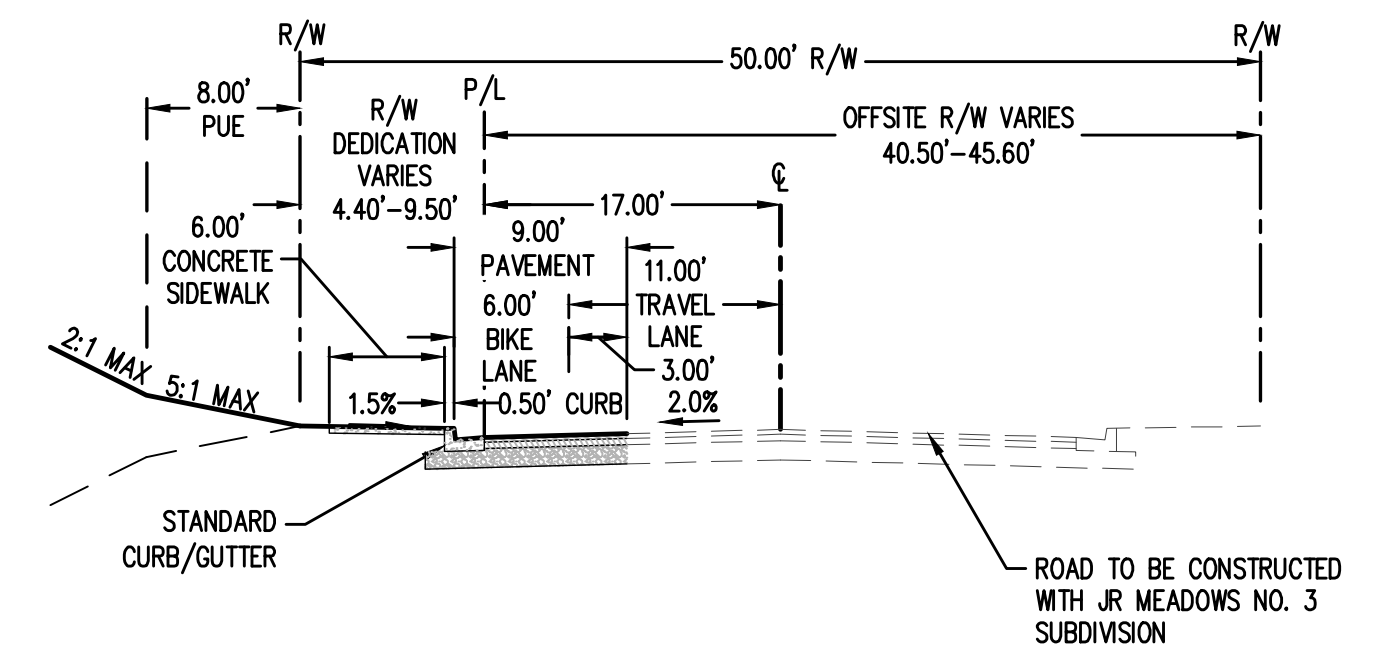
A TYPICAL COLLECTOR STREET SECTION
 E WILSON STREET NOT TO SCALE



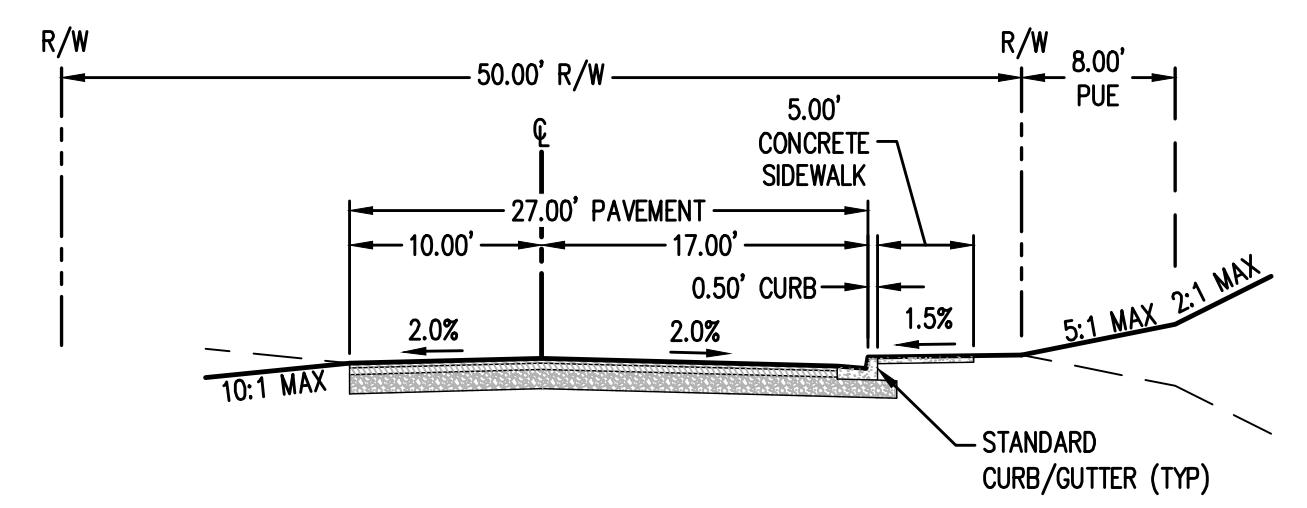
B TYPICAL LOCAL STREET SECTION WITH PLANTER STRIP - LEFT
 PORTION OF S 2ND STREET NOT TO SCALE



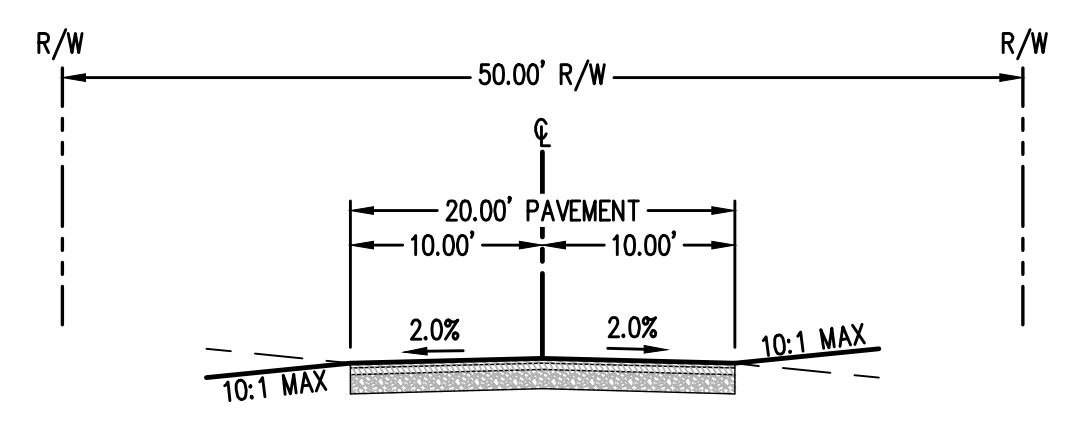
C TYPICAL LOCAL STREET SECTION
 E TAYLOR STREET
 PORTION OF S 2ND STREET NOT TO SCALE



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

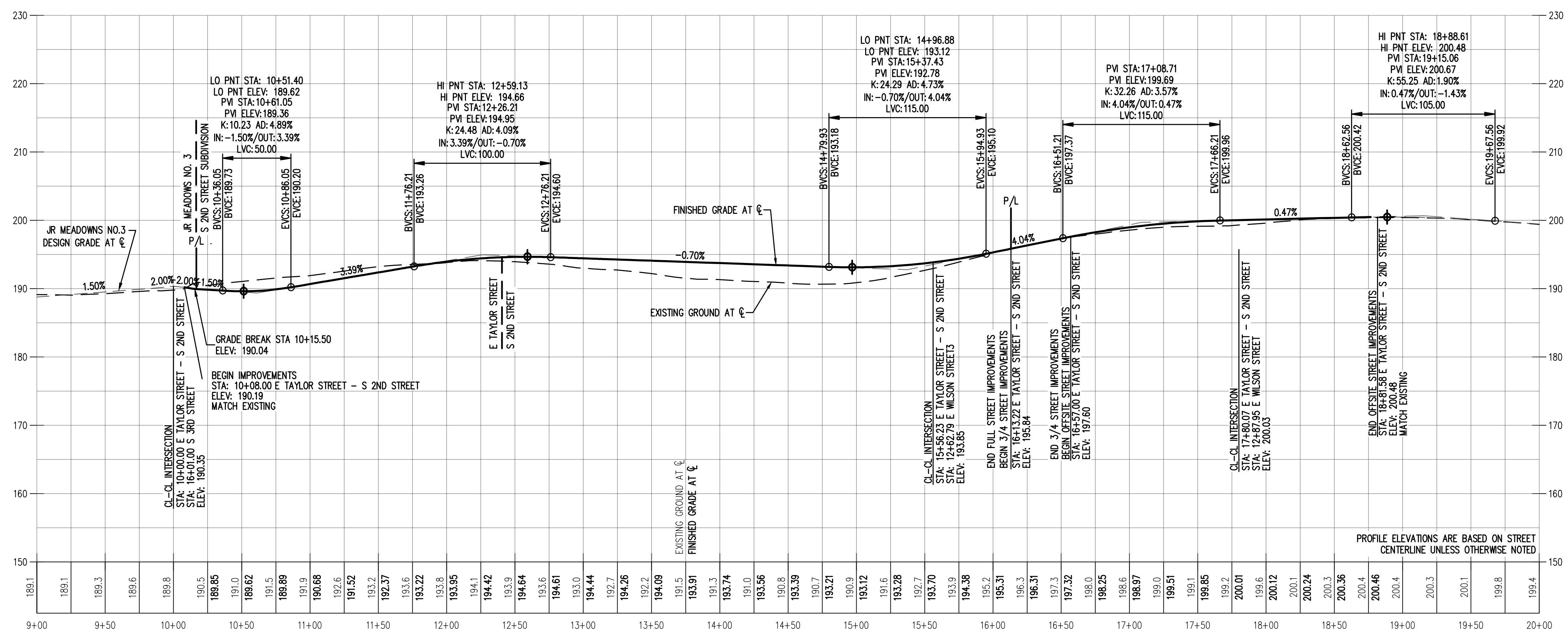


F OFFSITE LOCAL PARTIAL STREET IMPROVEMENTS
 PORTION OF S 2ND STREET NOT TO SCALE

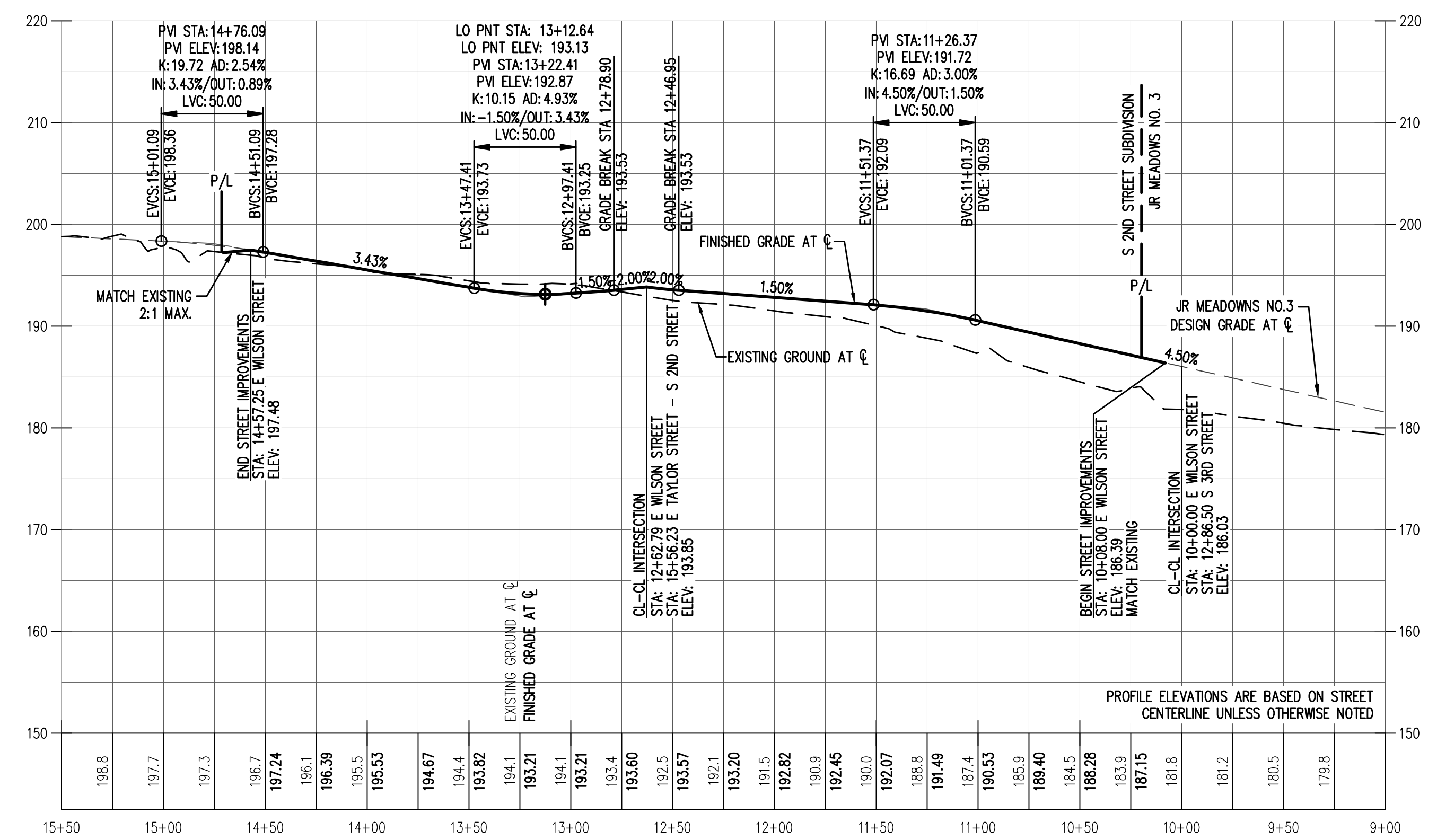
PRELIMINARY STREET CROSS-SECTIONS
 S 2ND STREET SUBDIVISION
 OPTION 3
 CARLTON, OREGON



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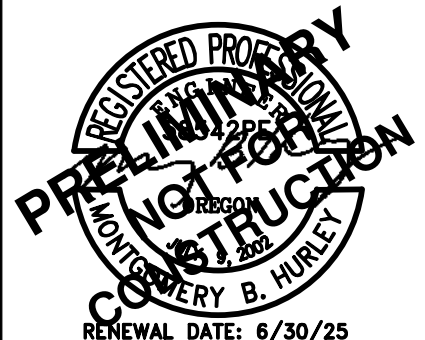


E TAYLOR STREET - S 2ND STREET
 HORZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 10'



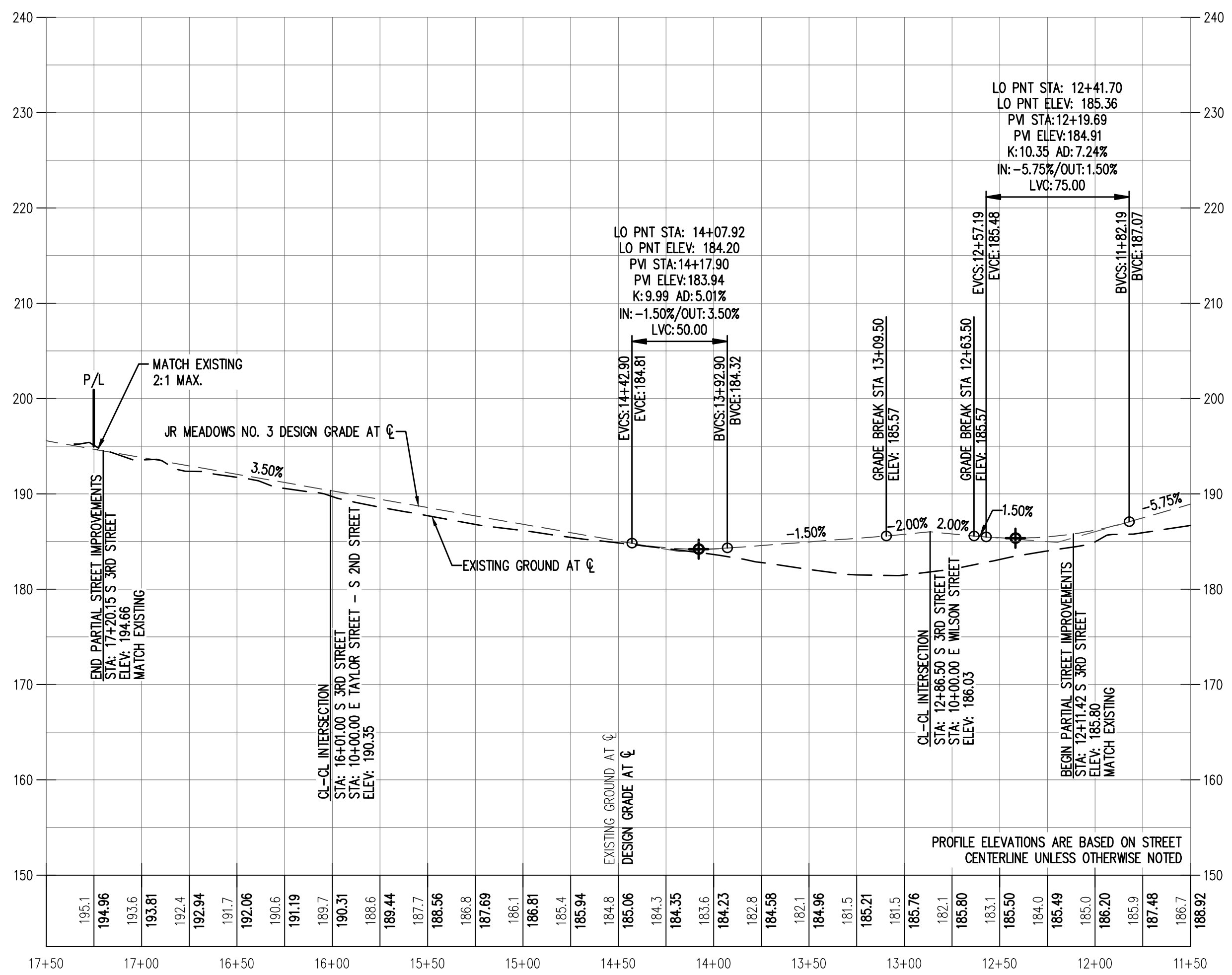
E WILSON STREET
 HORZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 10'

**PRELIMINARY STREET PROFILES
 S 2ND STREET SUBDIVISION
 OPTION 3
 CARLTON, OREGON**



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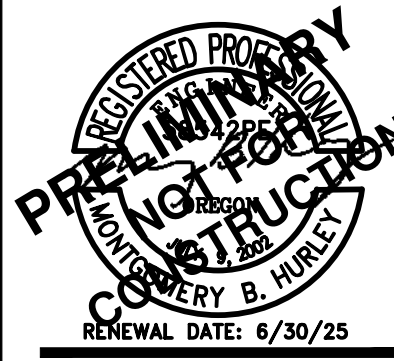
NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.



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

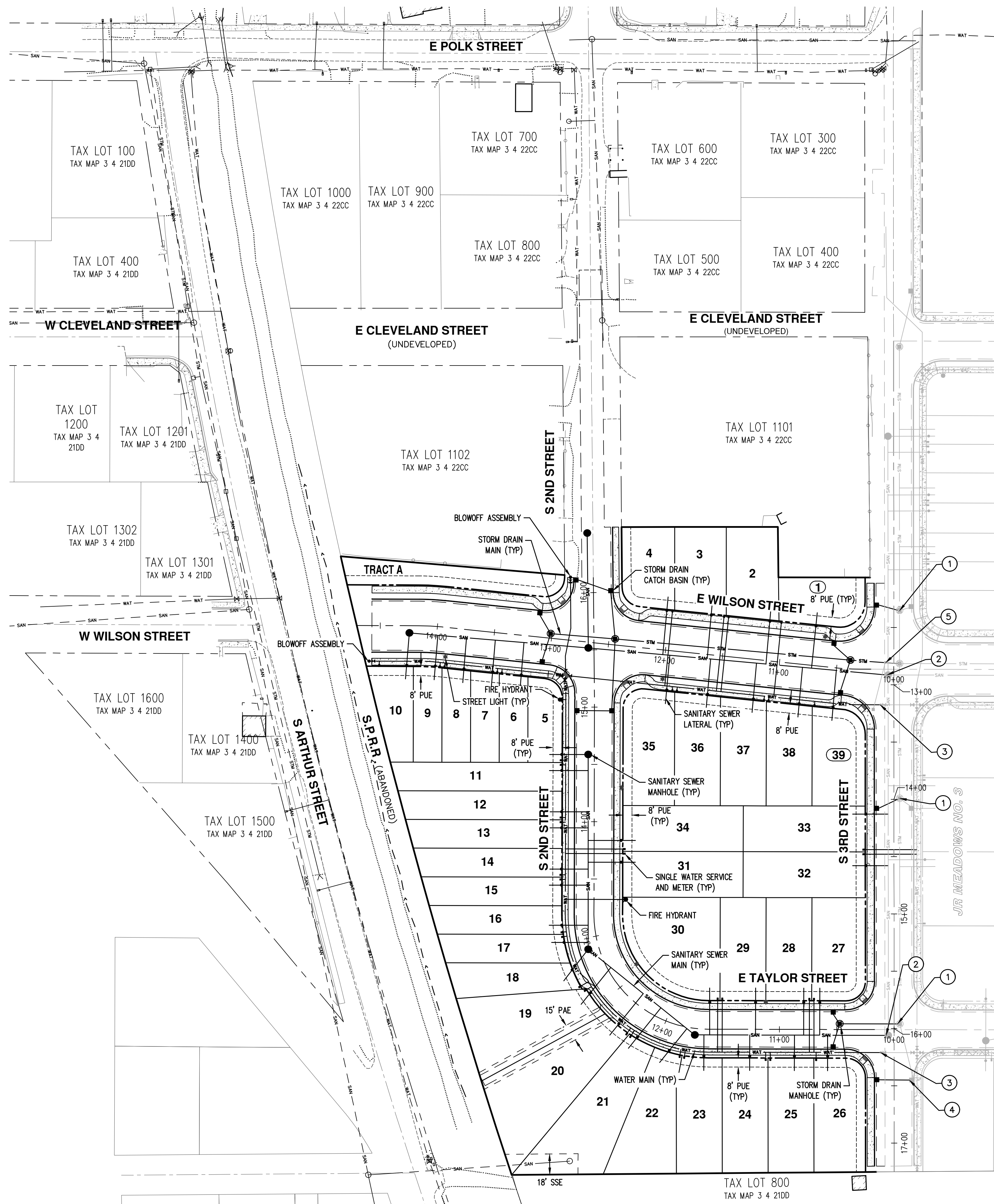
PROFILE ELEVATIONS ARE BASED ON STREET CENTERLINE UNLESS OTHERWISE NOTED

**PRELIMINARY STREET PROFILES
 S 2ND STREET SUBDIVISION
 OPTION 3
 CARLTON, OREGON**



JOB NUMBER:	4206
DATE:	12/22/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH

NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.



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

KEYED NOTES

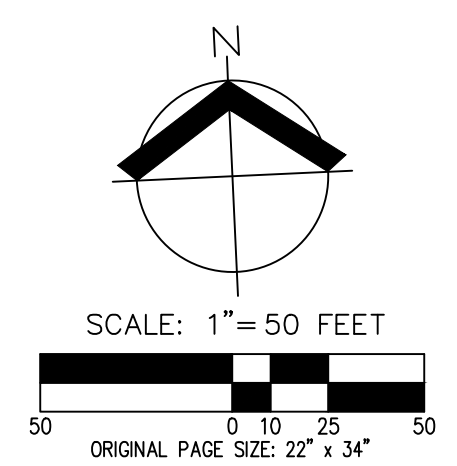
1. CONNECT TO JR MEADOWS NO. 3 STORMWATER MANHOLE.
2. CONNECT TO JR MEADOWS NO. 3 SANITARY SEWER MANHOLE.
3. CONNECT TO JR MEADOWS NO. 3 WATER MAIN.
4. CONNECT TO JR MEADOWS NO. 3 STORMWATER CATCH BASIN.
5. CONNECT TO JR MEADOWS NO. 3 STORMWATER CLEANOUT.

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

**PRELIMINARY COMPOSITE UTILITY PLAN
 S 2ND STREET SUBDIVISION
 OPTION 3
 CARLTON, OREGON**



RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
DATE:	12/22/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
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NOTE:
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AKS ENGINEERING & FORESTRY, LLC
12865 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

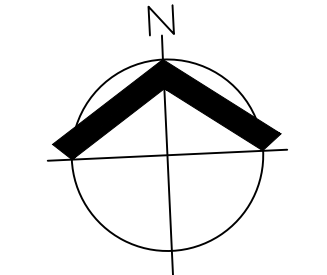
ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE



**PRELIMINARY AERIAL PHOTOGRAPH PLAN
S 2ND STREET SUBDIVISION
OPTION 3
CARLTON, OREGON**



RENEWAL DATE: 6/30/25
JOB NUMBER: 4206
DATE: 12/22/2023
DESIGNED BY: CMS
DRAWN BY: NRA/JNW
CHECKED BY: MBH



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

AKS DRAWING FILE: 4206 ALT SITE COLOR PLAN_LAYOUTING | LAYOUT: BASE



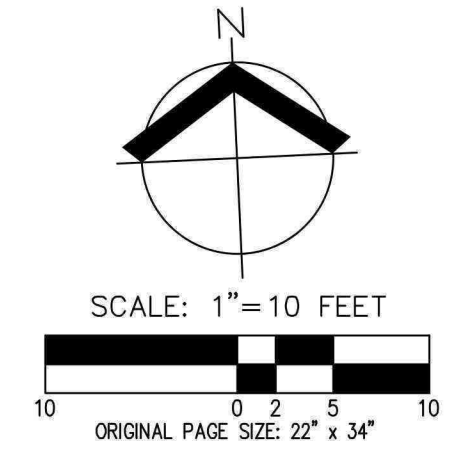
**PRELIMINARY COLOR SITE PLAN
 S 2ND STREET SUBDIVISION
 OPTION 3
 CARLTON, OREGON**

**PRELIMINARY
 NOT FOR
 CONSTRUCTION**

JOB NUMBER:	4206
DATE:	12/22/2023
DESIGNED BY:	NKP
DRAWN BY:	NKP
CHECKED BY:	KAH



NOTE: THIS PLAN IS PRELIMINARY AND INTENDED TO SHOW DESIGN INTENT ONLY. POTENTIAL PLAN ELEMENTS, LOCATIONS, AND DETAILS AS SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE. LANDSCAPING SHALL CONFORM TO CITY OF CARLTON DESIGN STANDARDS WHERE APPLICABLE.



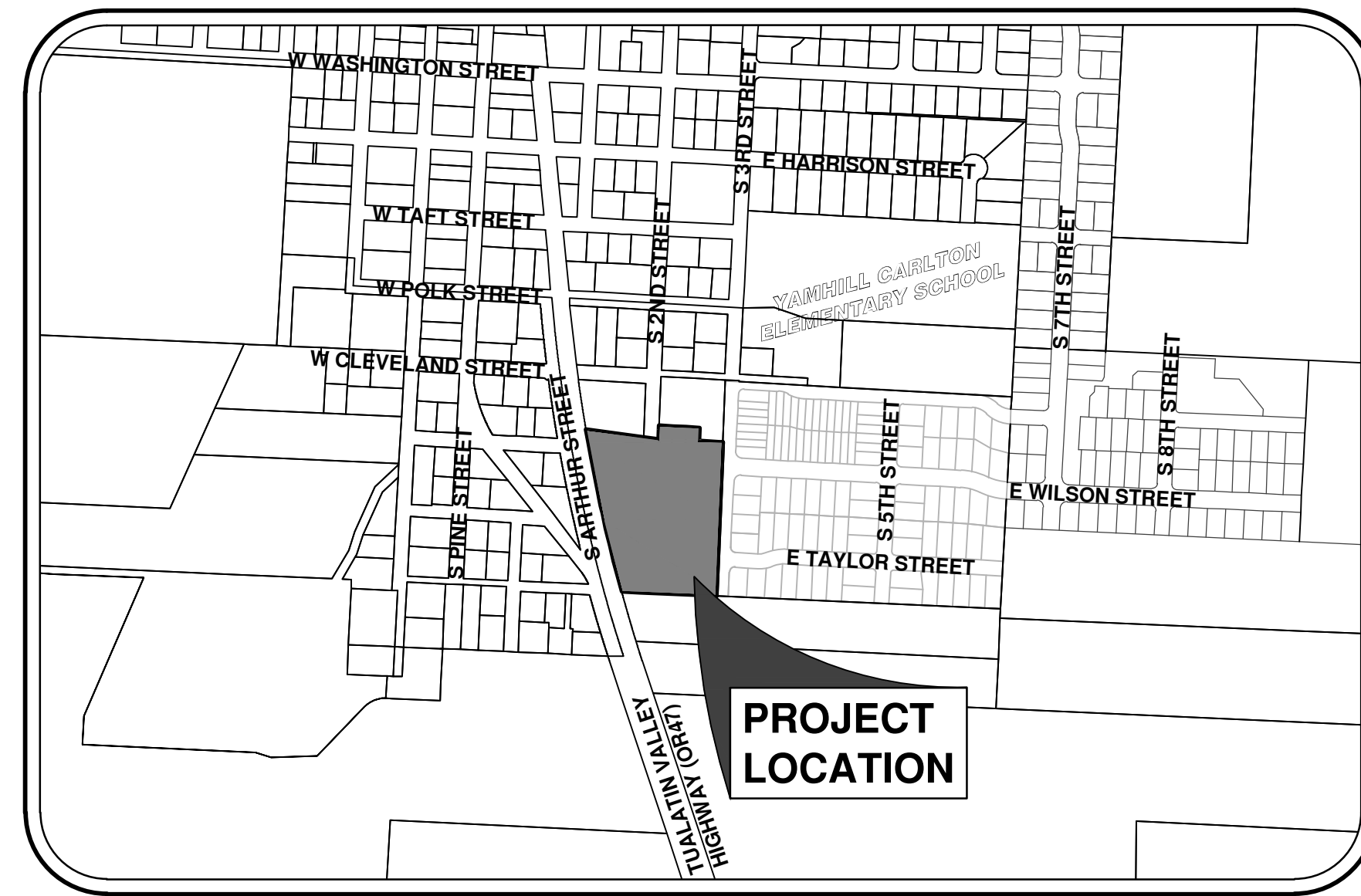
PRELIMINARY COLOR SECTION ELEVATION
S 2ND STREET SUBDIVISION
OPTION 3
CARLTON, OREGON

PRELIMINARY
NOT FOR
CONSTRUCTION

JOB NUMBER:	4206
DATE:	12/22/2023
DESIGNED BY:	NKP
DRAWN BY:	NKP
CHECKED BY:	KAH

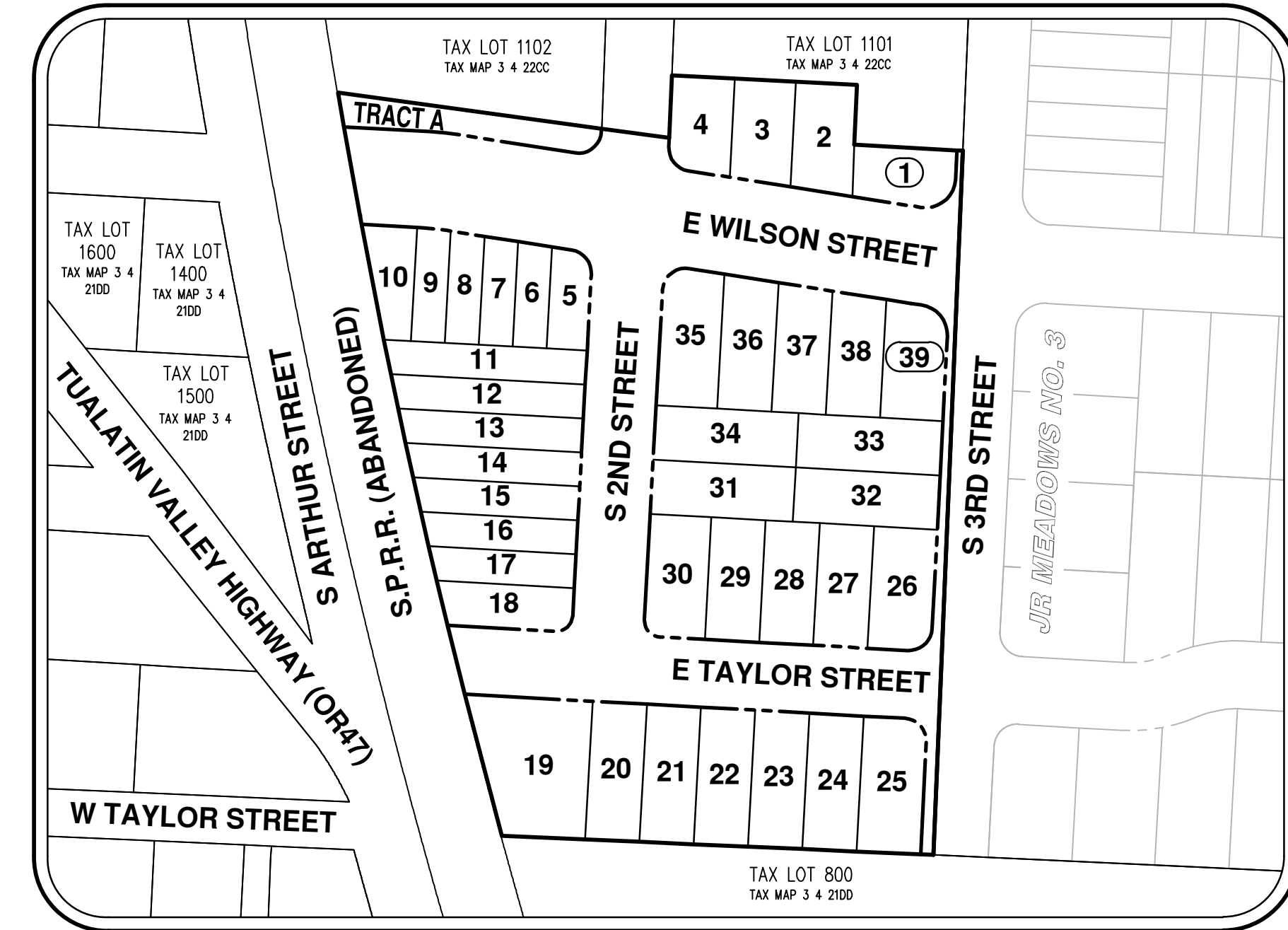
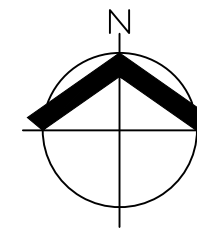
S 2ND STREET SUBDIVISION

Exhibit B-10



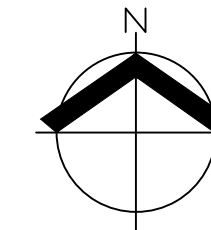
VICINITY MAP

SCALE: 1"=500'



SITE MAP

SCALE: 1"=100'



LEGEND

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

EXISTING

PROPOSED

	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.

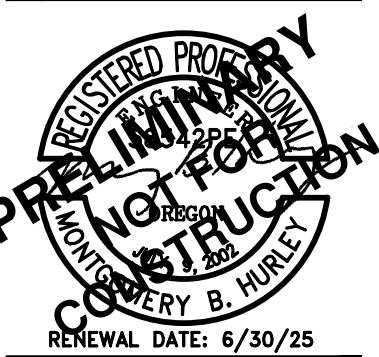
VERTICAL DATUM:

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)

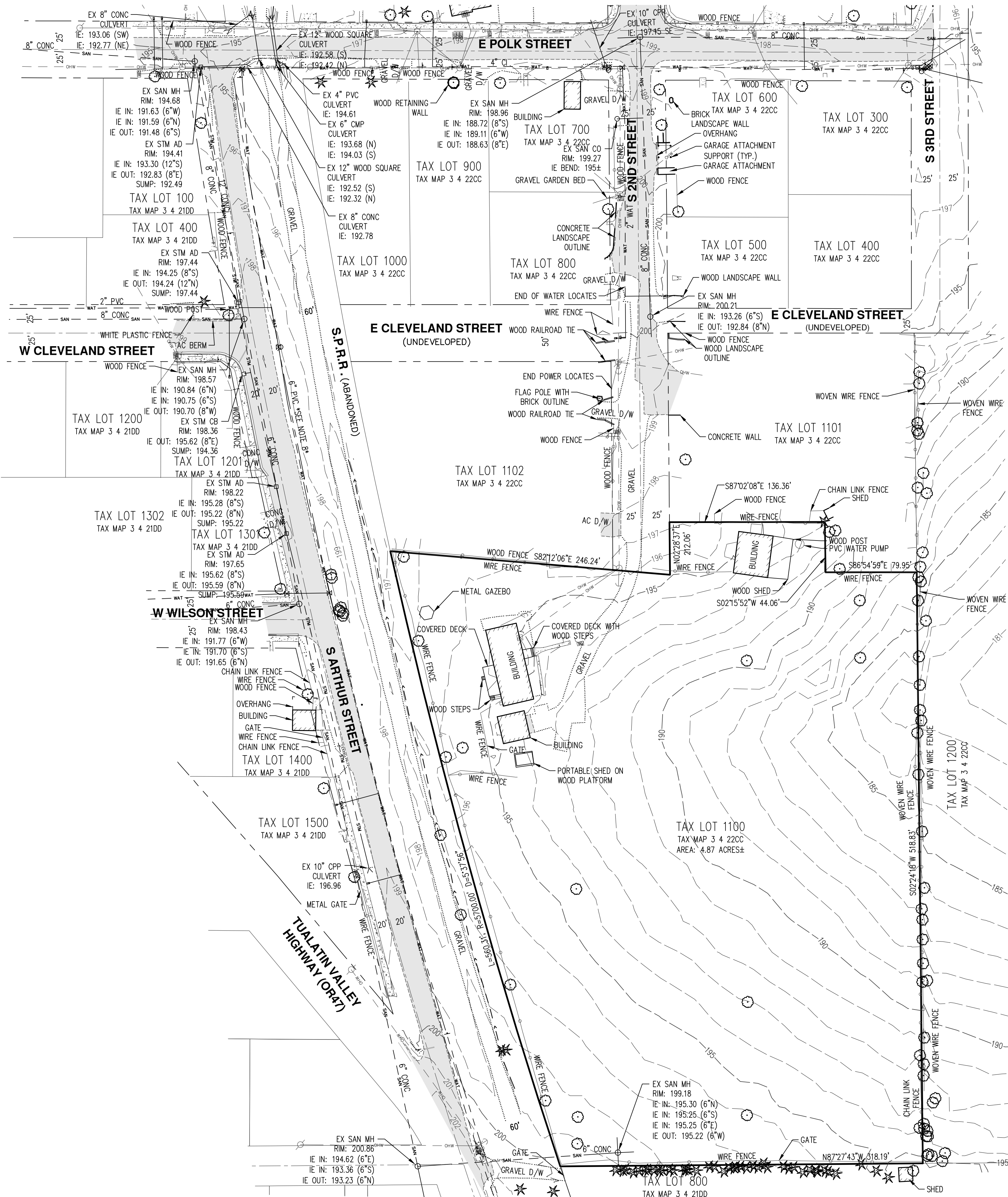
SHEET INDEX

- 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

COVER SHEET WITH LEGEND, VICINITY, AND SITE MAPS
S 2ND STREET SUBDIVISION
OPTION 4
CARLTON, OREGON



RENEWAL DATE: 6/30/25
 JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH

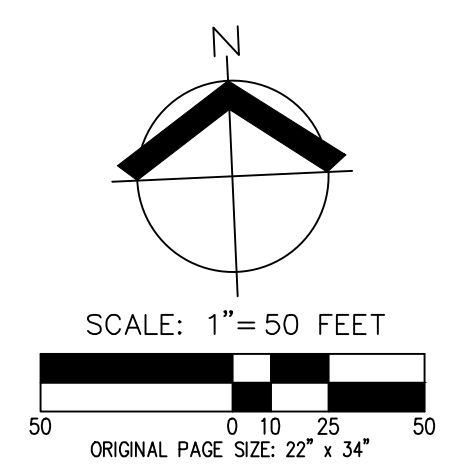


- NOTES:**
- UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 22128346, 22128347, & 22128348. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE 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
 OPTION 4
 CARLTON, OREGON**

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

JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY:
 DRAWN BY: MTB
 CHECKED BY: MK



EASEMENT LEGEND

PUE PUBLIC UTILITY 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 IS INTENDED TO BE RETAINED AND MAINTAINED BY THE DECLARANT. ALTERNATIVELY, IF THE CITY OF CARLTON WOULD LIKE TO OWN THE TRACT, THEN IT SHALL BE DEDICATED TO THE CITY.

NOTE:
 A PUBLIC SANITARY SEWER EASEMENT IS SHOWN ON LOT 19 FOR EXISTING SANITARY SEWER SERVICE TO THE BENEFIT OF TAX LOT 800.

MIXED DENSITY RESIDENTIAL (MX) DEVELOPMENT STANDARDS:

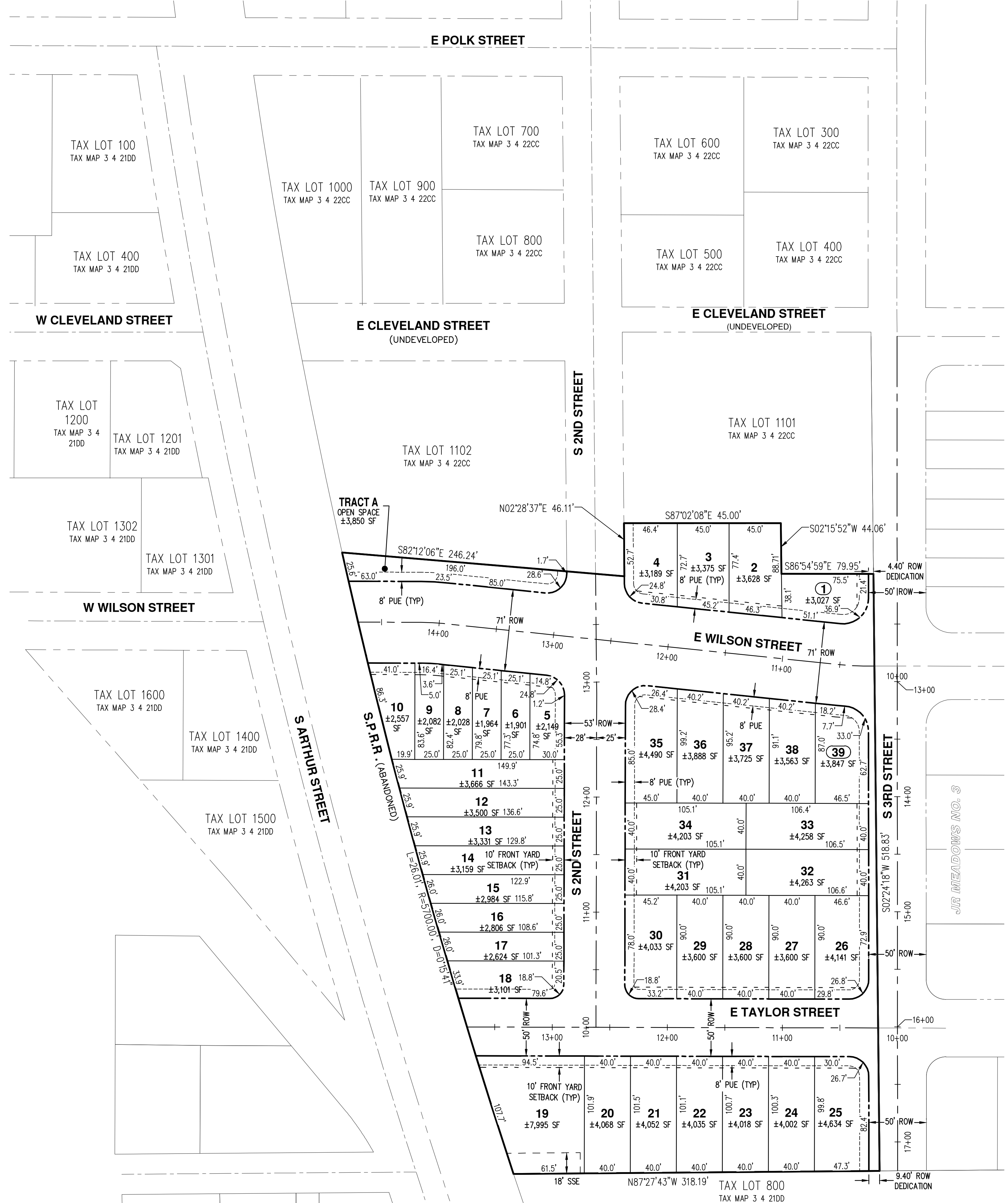
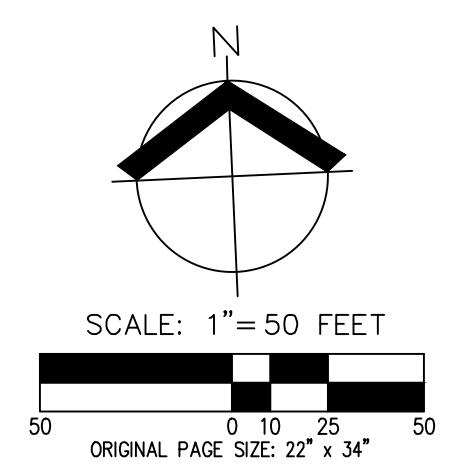
- LOT DIMENSIONS:
- NO MIN. LOT SIZE, EXCEPT AS LOT SIZE IS CONTROLLED BY OVERALL MX ZONE DENSITY AND LOT COVERAGE REQUIREMENTS.
 - MIN. LOT FRONTAGE - 25 FT
 - MAX. LOT FRONTAGE - 100 FT
 - MIN. ATTACHED LOT FRONTAGE - 6 FT/UNIT, MIN. 24 FT
 - MAX. ATTACHED LOT FRONTAGE - 30 FT/UNIT
- MIN. SETBACKS:
- FRONT - 10 FT
 - 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.

NOTE:
 FUTURE SINGLE-FAMILY ATTACHED HOUSING LOTS WILL BE SUBJECT TO THE STANDARDS OF SECTION 17.106. SINGLE-FAMILY ATTACHED LOTS WILL INCLUDE SHARED DRIVEWAYS ADJACENT TO FRONT YARDS IN CONFORMANCE WITH SUBSECTION 17.106.030(F). SEE APPLICATION NARRATIVE FOR ADDITIONAL INFORMATION.

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 PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.



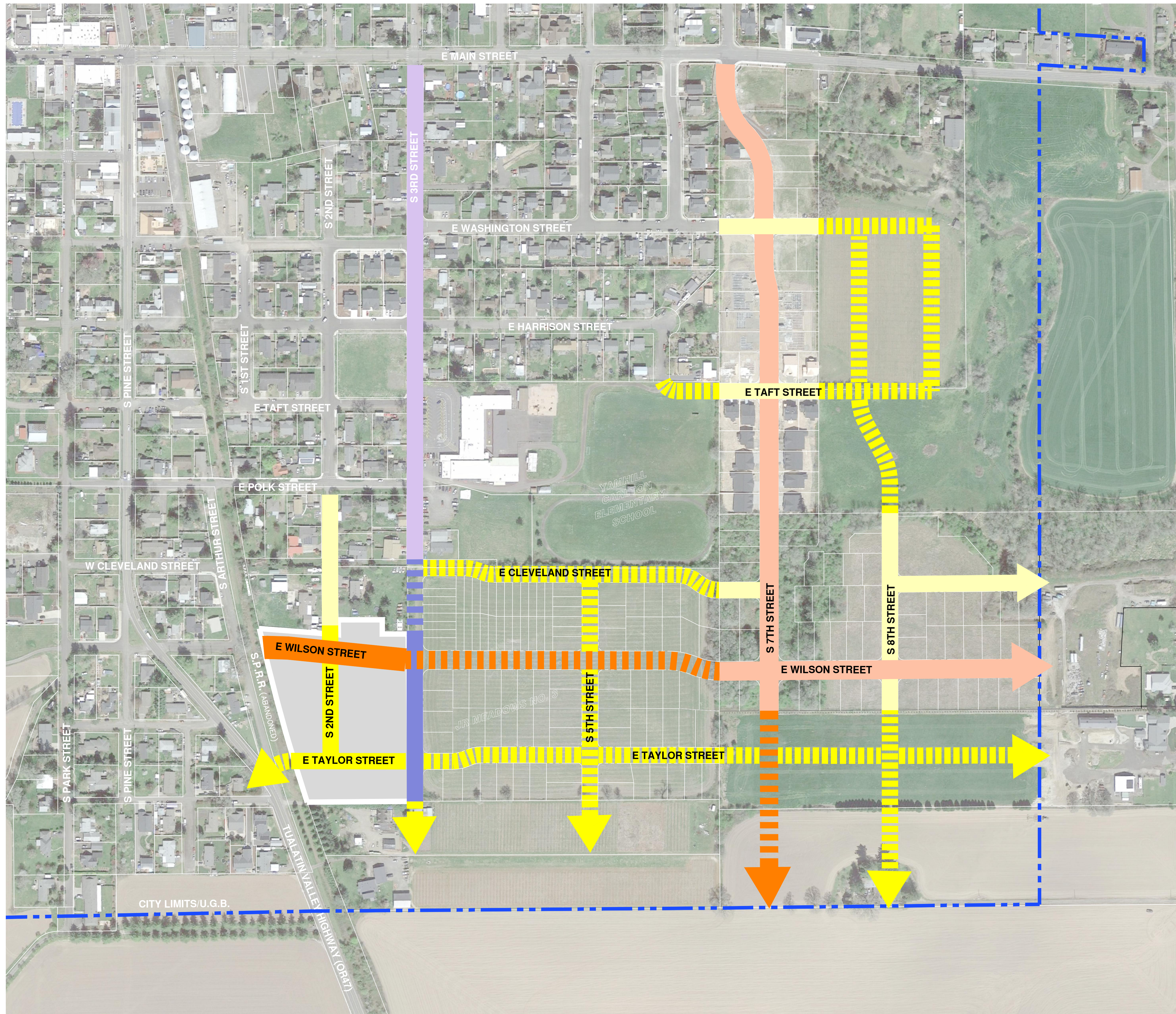
PRELIMINARY SUBDIVISION PLAT WITH FUTURE BUILDING SETBACKS
S 2ND STREET SUBDIVISION
 OPTION 4
 CARLTON, OREGON

REGISTERED PROFESSIONAL SURVEYOR
 PRELIMINARY
 NOT FOR CONSTRUCTION
 COUNTRY B. WILLEY

RENEWAL DATE: 6/30/25

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 DATE: 12/22/2023
 DESIGNED BY: CMS
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P-03

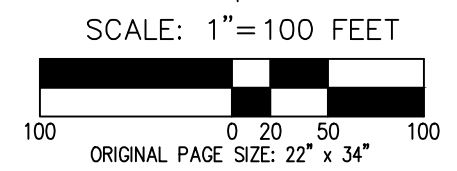
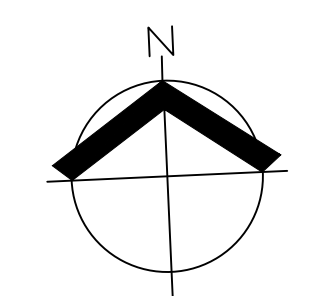


LEGEND:

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

NOTES:

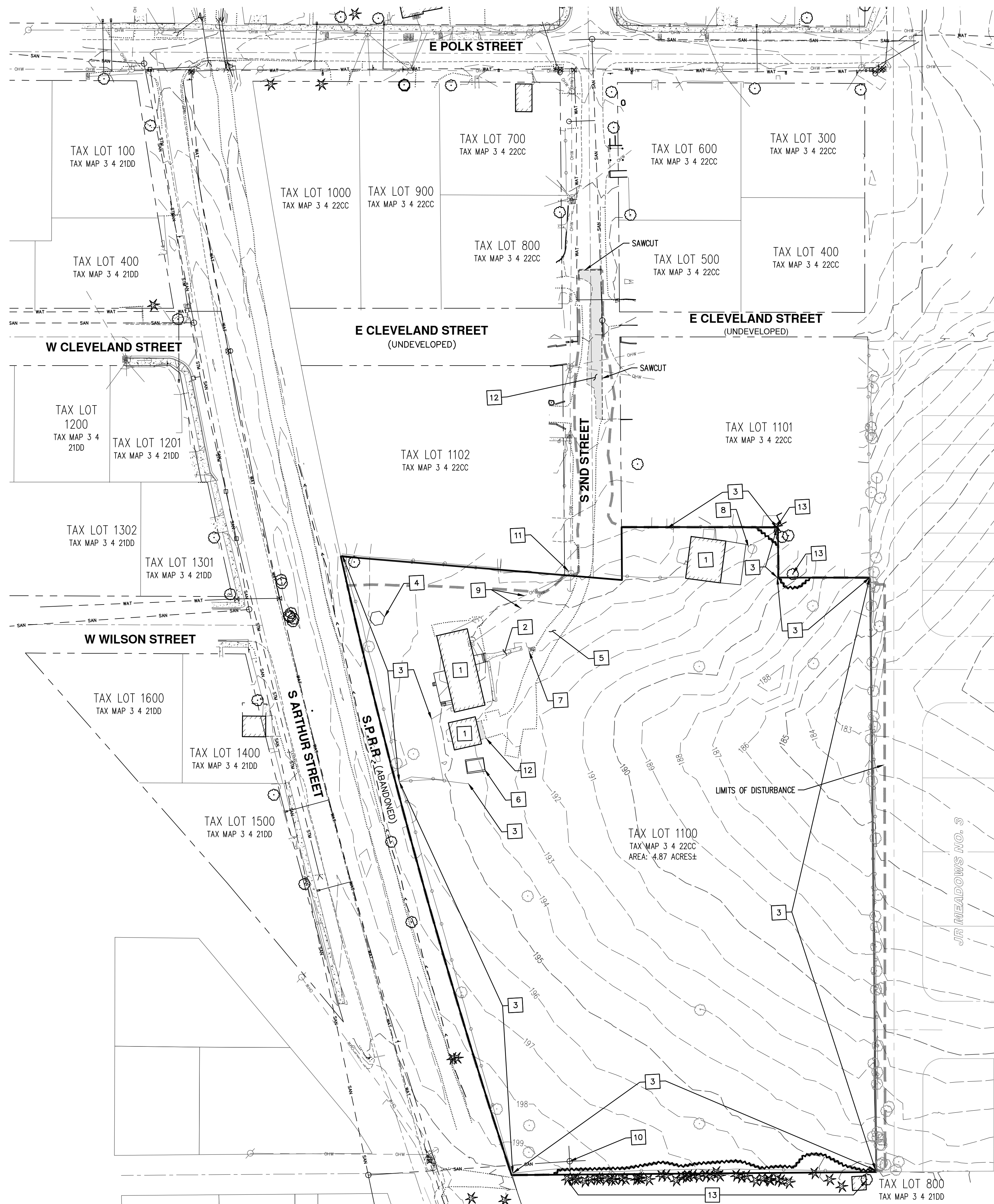
1. THIS PLAN IS INCLUDED TO MEET THE SUBMITTAL REQUIREMENTS FOR THE CITY OF CARLTON.
2. CONCEPTUAL FUTURE STREET LOCATIONS ARE SHOWN FOR ILLUSTRATIVE PURPOSES FOR THE LAND USE APPLICATION ONLY AND ARE NOT PROPOSED WITH THIS SUBDIVISION AND ARE NOT BINDING ON ANY OFF SITE PROPERTIES.
3. THIS DRAWING DOES 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
 OPTION 4
 CARLTON, OREGON**



RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
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CHECKED BY:	MBH



LEGEND

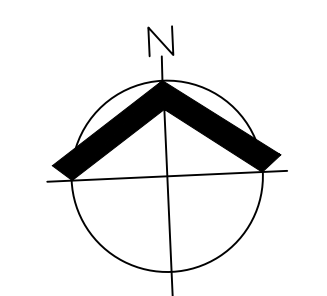
EXISTING GROUND CONTOUR (1 FT)	---	194-
EXISTING GROUND CONTOUR (5 FT)	---	195-
LIMITS OF DISTURBANCE	---	---
EXISTING TREE TO REMAIN	☆	○
EXISTING TREE TO BE REMOVED	☆	○
ASPHALT PAVEMENT TO BE REMOVED	---	---
TREE PROTECTION FENCE	---	---

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.



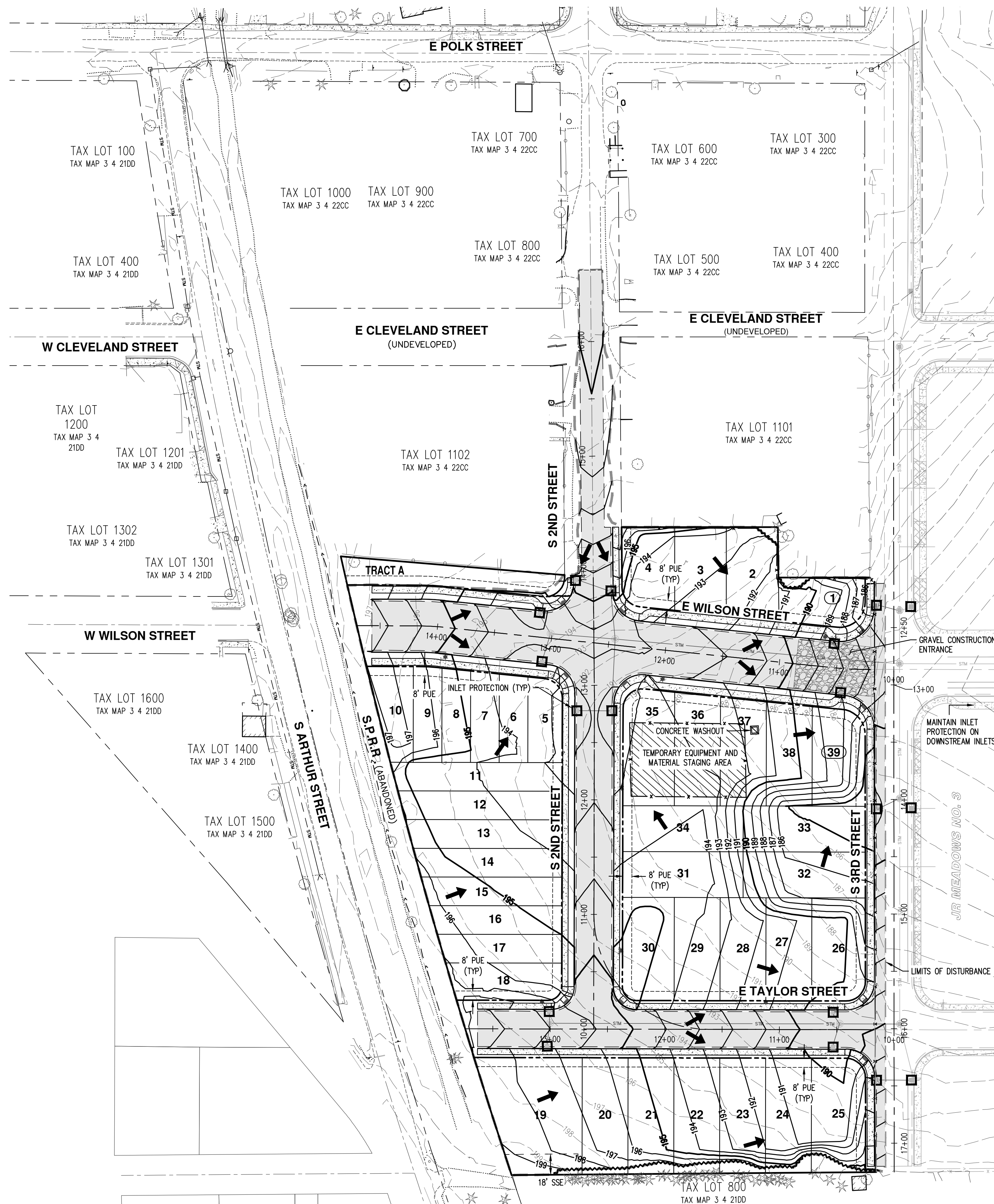
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 ORIGINAL PAGE SIZE: 22" x 34"

NOTE:
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**PRELIMINARY DEMOLITION PLAN
 S 2ND STREET SUBDIVISION
 OPTION 4
 CARLTON, OREGON**



RENEWAL DATE: 6/30/25
 JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH



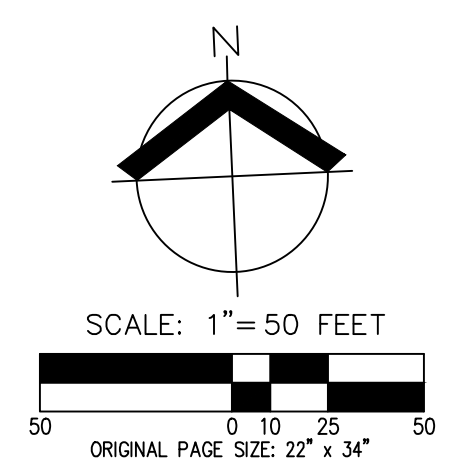
EASEMENT LEGEND

PUE PUBLIC UTILITY 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) [Symbol]
 CONCRETE WASHOUT AREA [Symbol]
 DRAINAGE FLOW DIRECTION [Symbol]
 GRAVEL CONSTRUCTION ENTRANCE [Symbol]
 LIMITS OF DISTURBANCE [Symbol]
 TREE PROTECTION/CONSTRUCTION FENCE [Symbol]
 EXISTING TREE TO REMAIN [Symbol]

NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE
 ADJACENT JR MEADOWS NO. 3 SUBDIVISION
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 CONCURRENT WITH THIS SUBDIVISION.



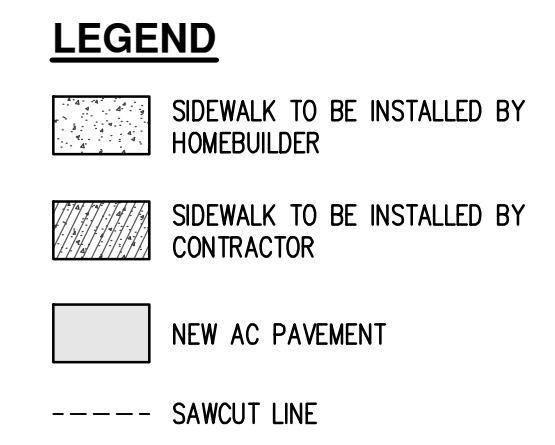
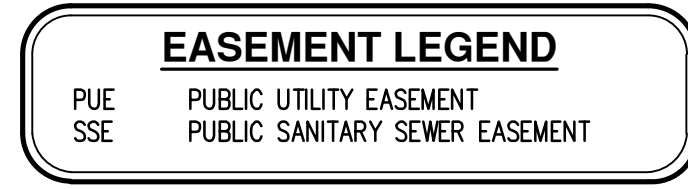
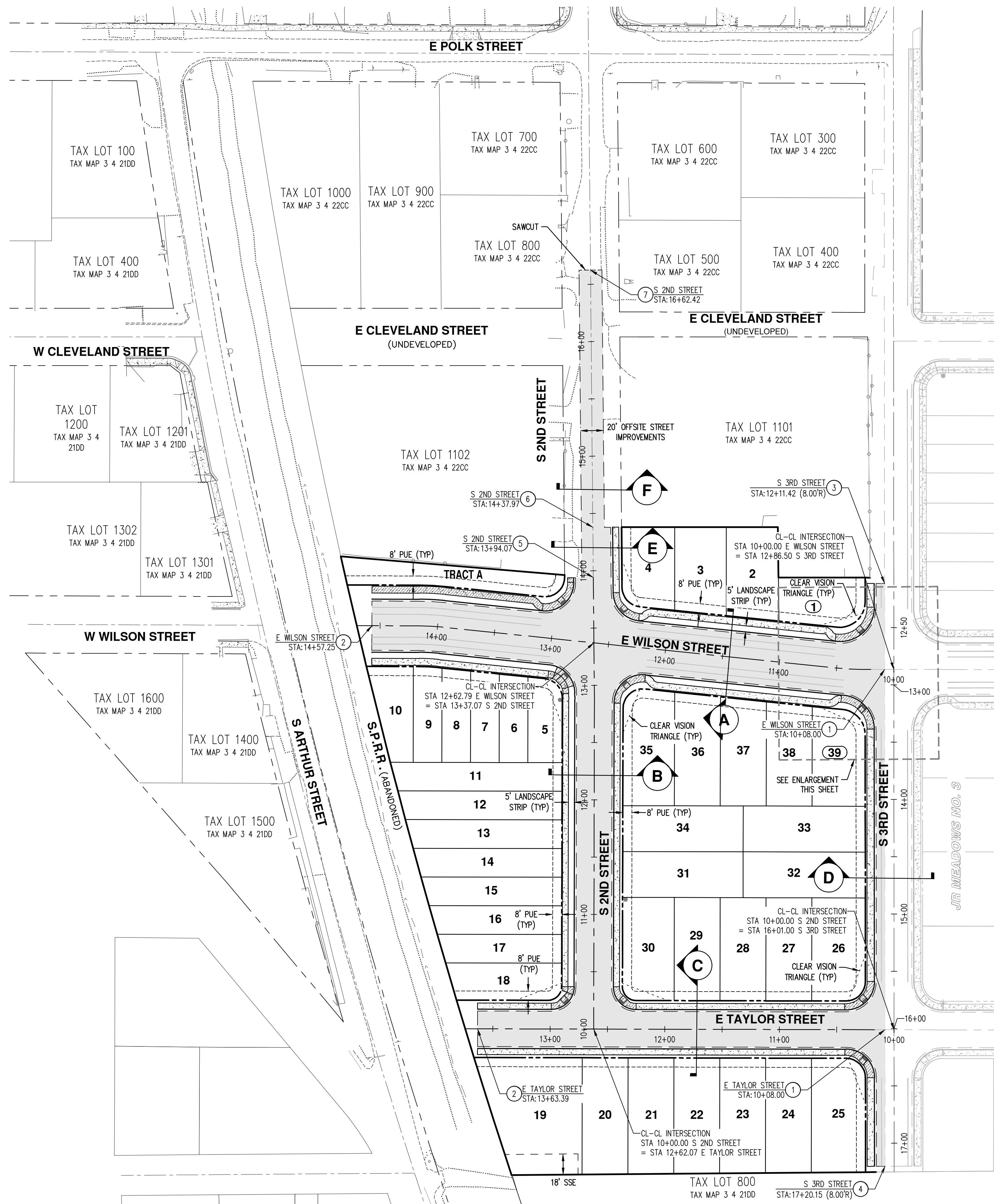
**PRELIMINARY GRADING AND EROSION CONTROL PLAN
 S 2ND STREET SUBDIVISION
 OPTION 4
 CARLTON, OREGON**



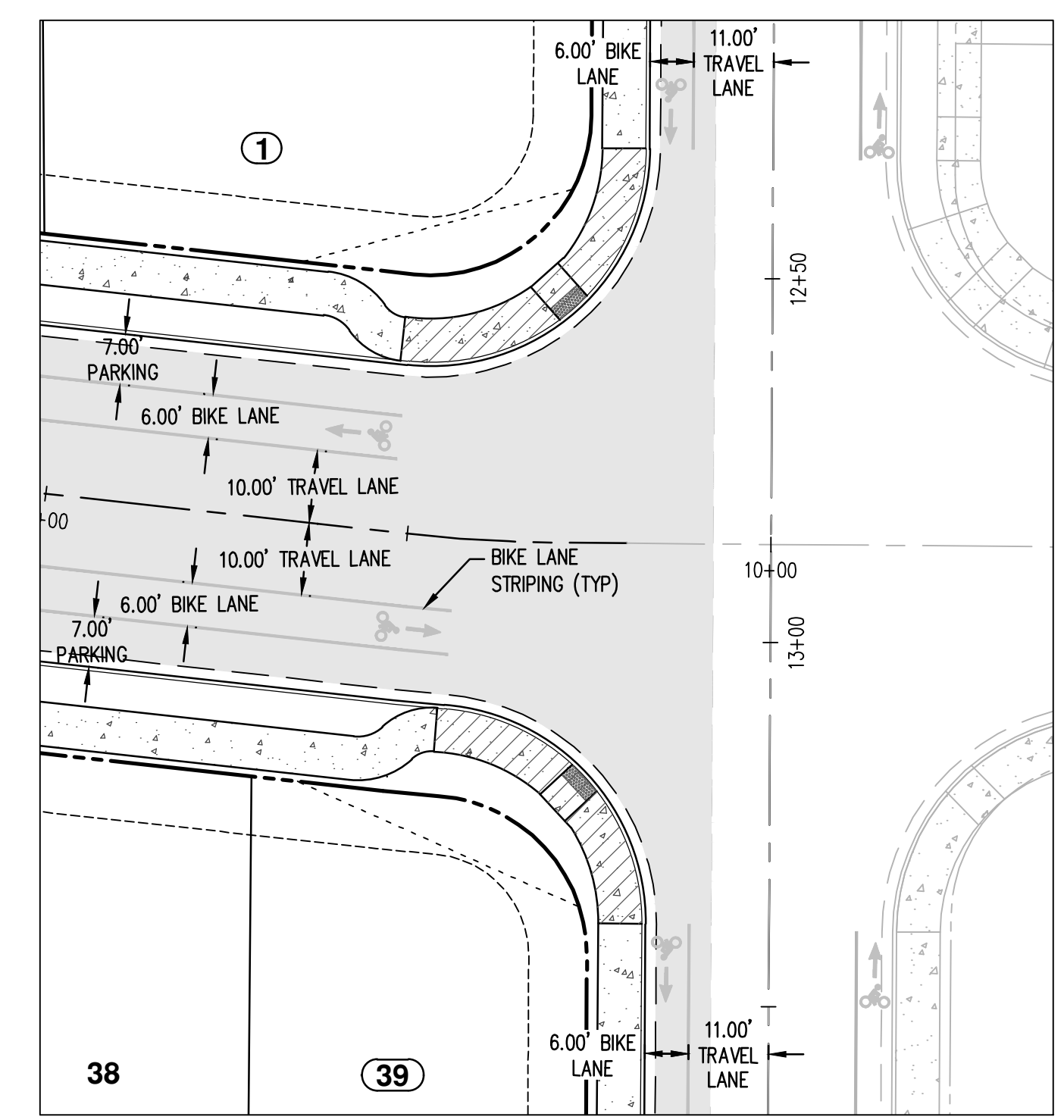
RENEWAL DATE: 6/30/25

JOB NUMBER:	4206
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DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH

P-06

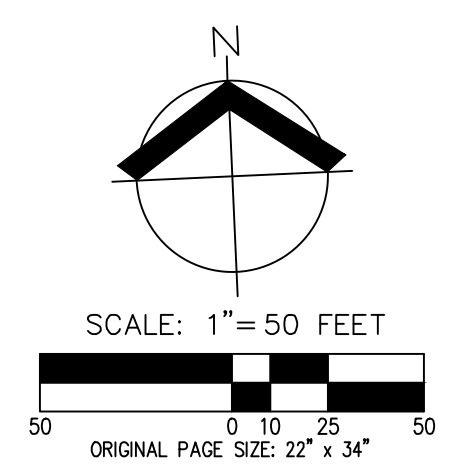


- # KEYED NOTES**
- BEGIN STREET IMPROVEMENTS.
 - END STREET IMPROVEMENTS.
 - BEGIN PARTIAL STREET IMPROVEMENTS.
 - END PARTIAL STREET IMPROVEMENTS.
 - END FULL STREET IMPROVEMENTS. BEGIN 3/4 STREET IMPROVEMENTS.
 - END 3/4 STREET IMPROVEMENTS. BEGIN OFFSITE STREET IMPROVEMENTS.
 - END OFFSITE STREET IMPROVEMENTS.



BICYCLE STRIPING ENLARGEMENT
 SCALE: 1"=20'

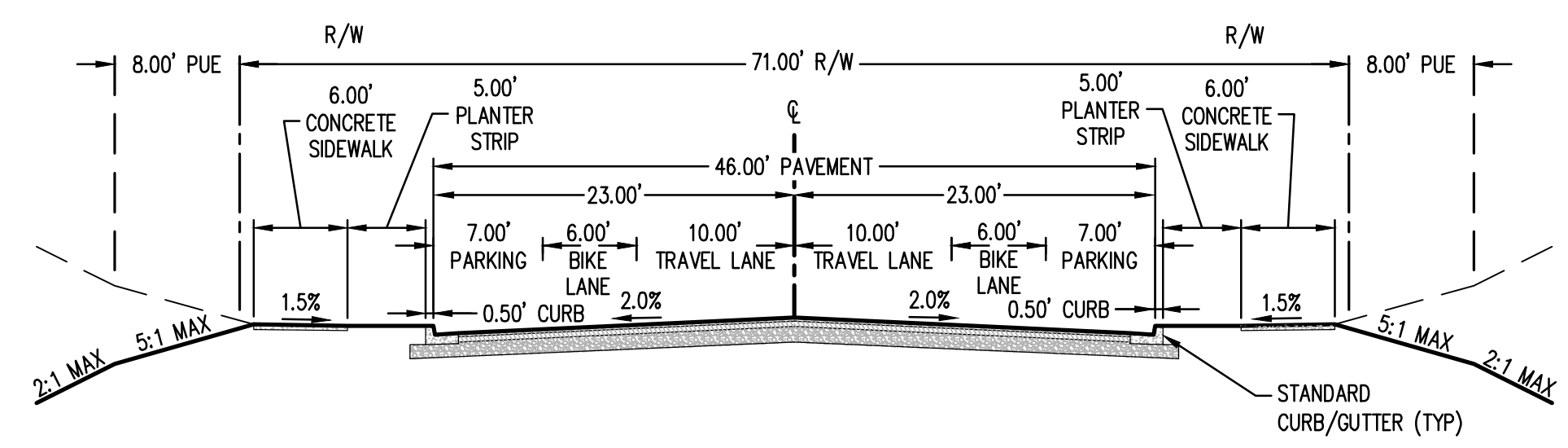
NOTE:
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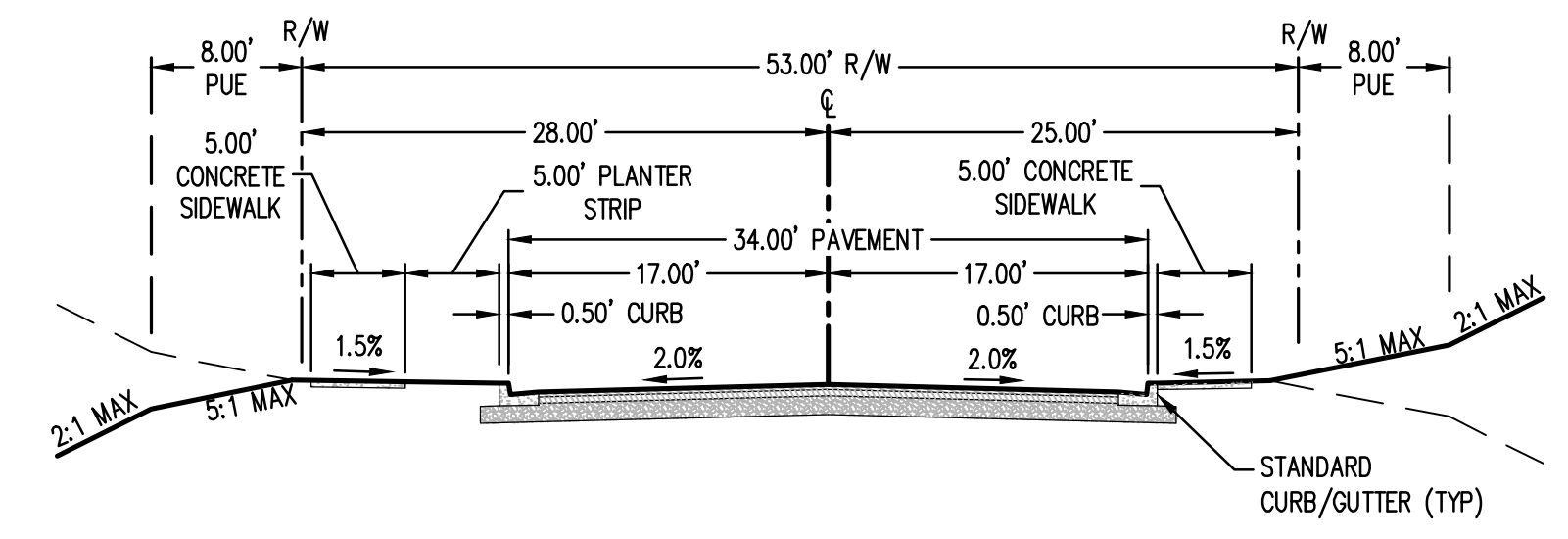
**PRELIMINARY STREET PLAN
 S 2ND STREET SUBDIVISION
 OPTION 4
 CARLTON, OREGON**



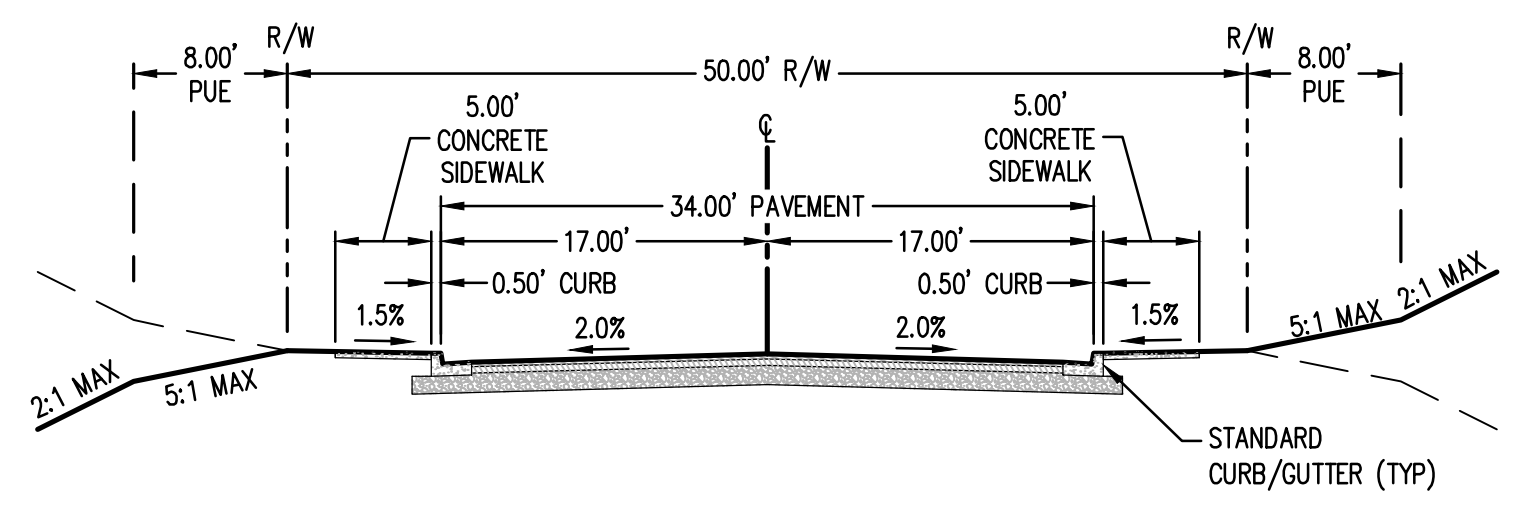
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CHECKED BY:	MBH



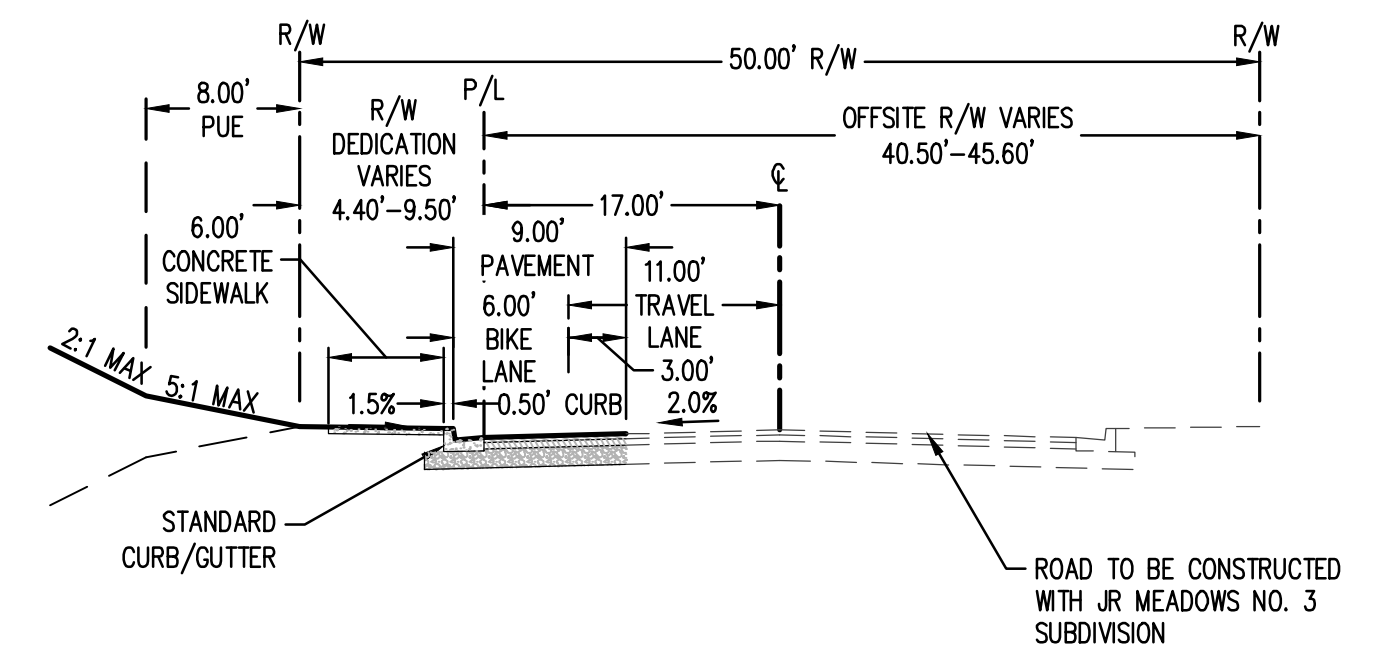
A TYPICAL COLLECTOR STREET SECTION
 E WILSON STREET NOT TO SCALE



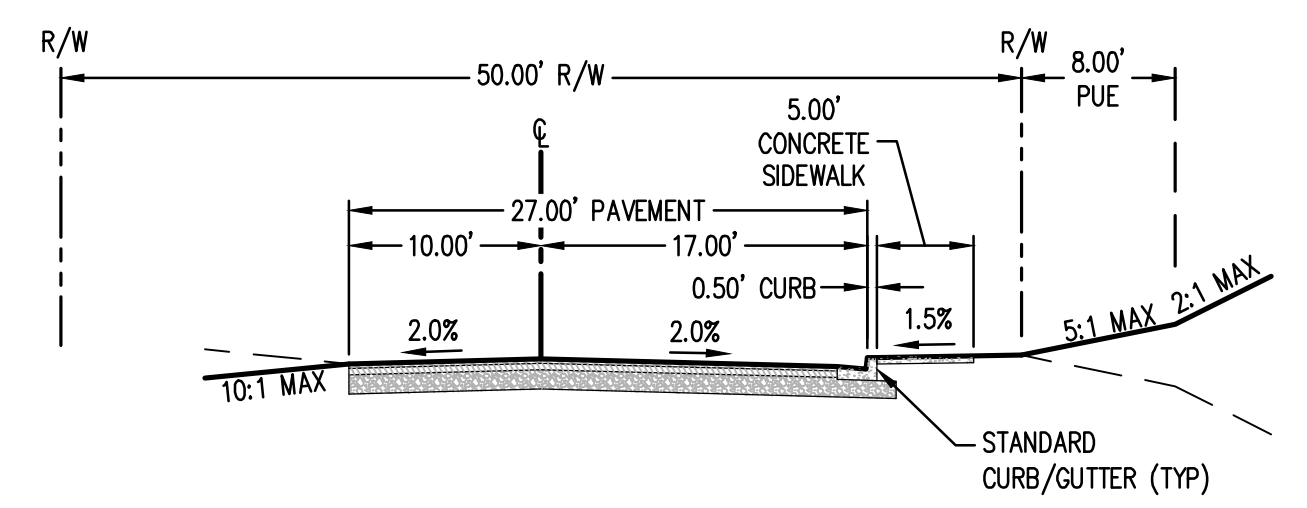
B TYPICAL LOCAL STREET SECTION WITH PLANTER STRIP - LEFT
 PORTION OF S 2ND STREET NOT TO SCALE



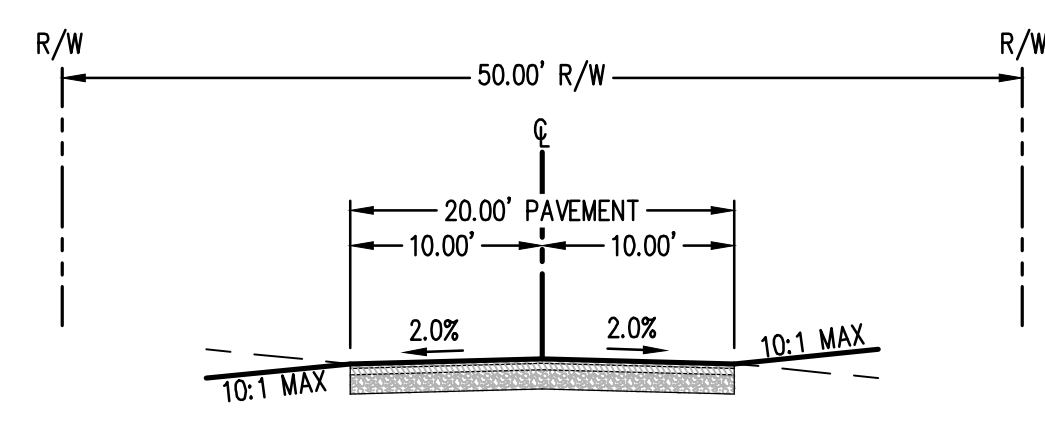
C TYPICAL LOCAL STREET SECTION
 E TAYLOR STREET NOT TO SCALE



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

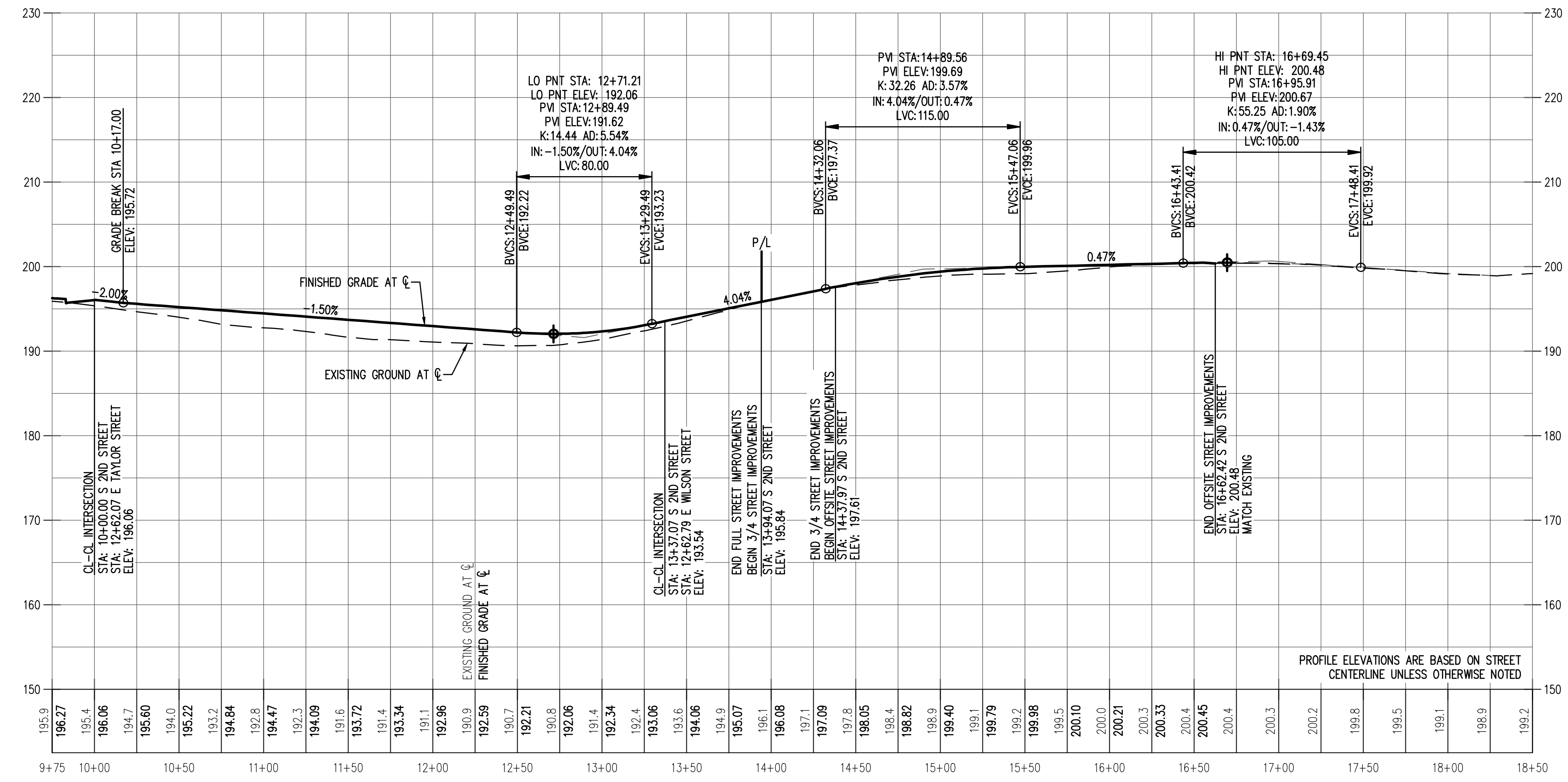


F OFFSITE LOCAL PARTIAL STREET IMPROVEMENTS
 PORTION OF S 2ND STREET NOT TO SCALE

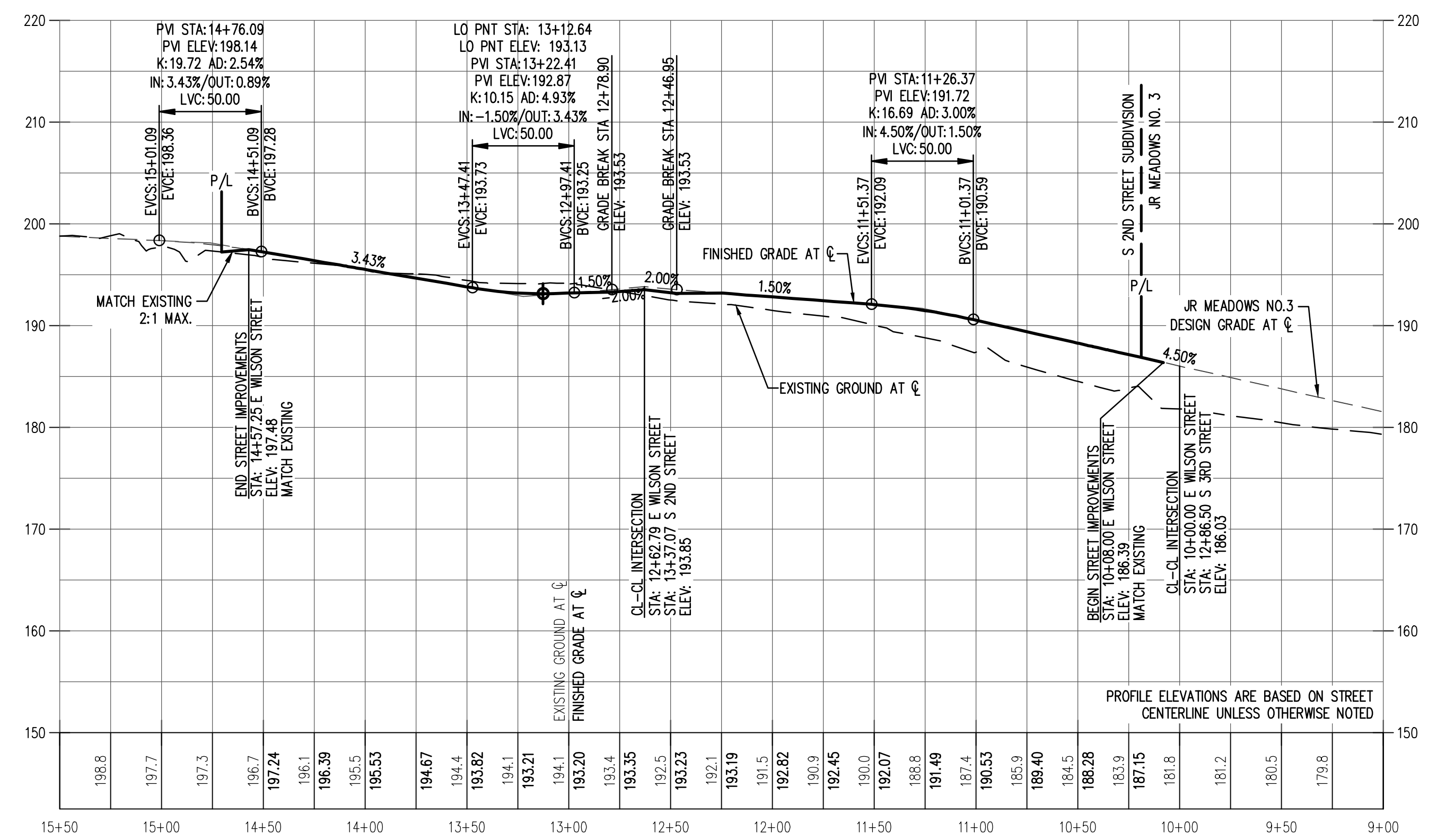
PRELIMINARY STREET CROSS SECTIONS
 S 2ND STREET SUBDIVISION
 OPTION 4
 CARLTON, OREGON



RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
DATE:	12/22/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH

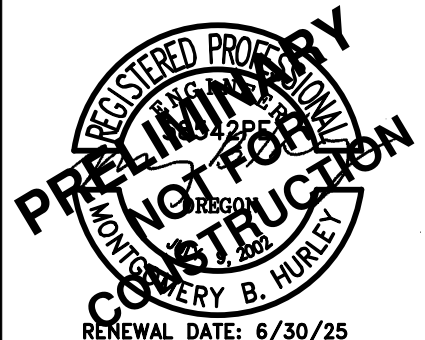


S 2ND STREET
 HORZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 10'



E WILSON STREET
 HORZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 10'

**PRELIMINARY STREET PLAN
 S 2ND STREET SUBDIVISION
 OPTION 4
 CARLTON, OREGON**



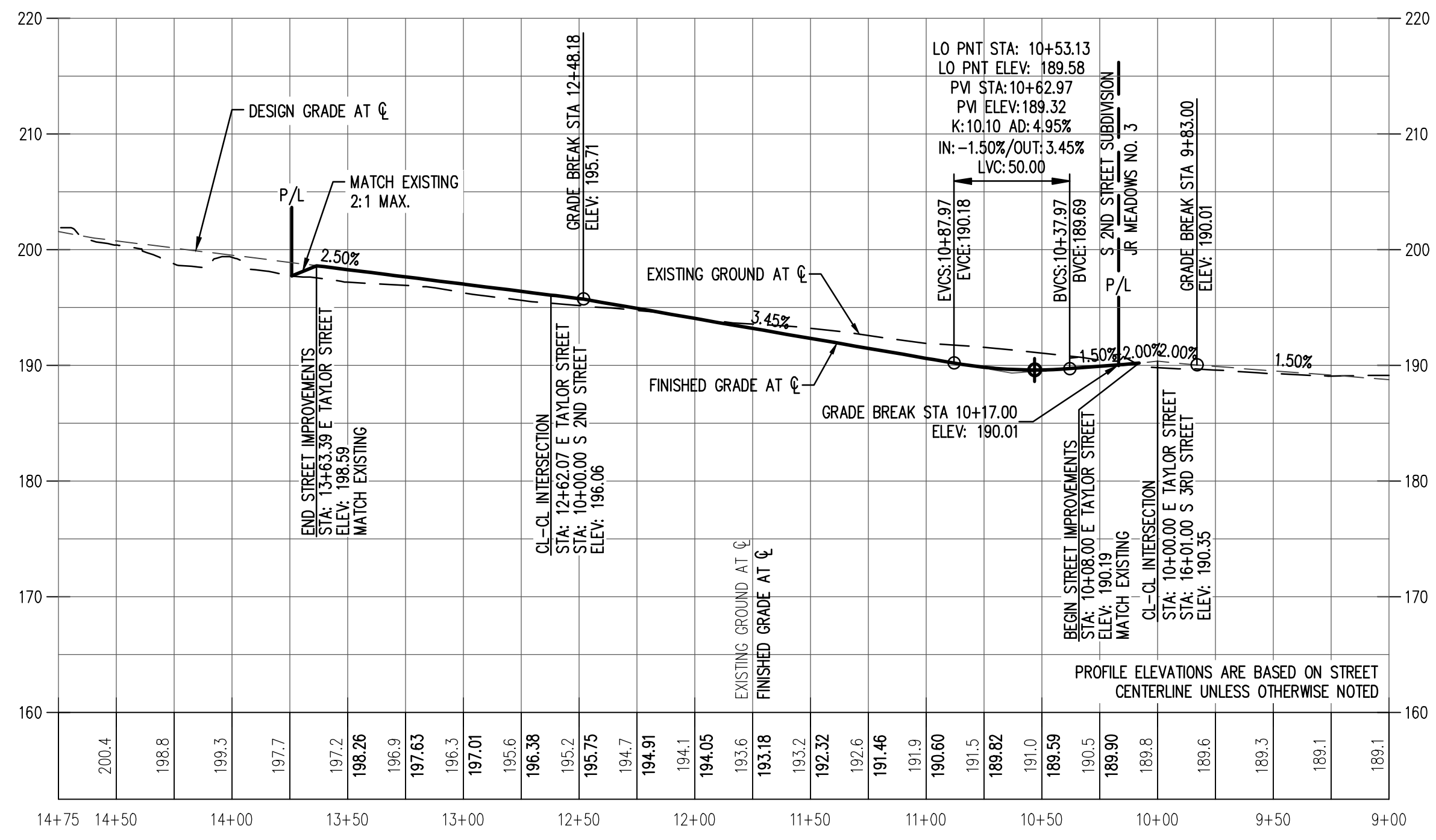
RENEWAL DATE:	6/30/25
JOB NUMBER:	4206
DATE:	12/22/2023
DESIGNED BY:	CMS
DRAWN BY:	NRA/JNW
CHECKED BY:	MBH

NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.

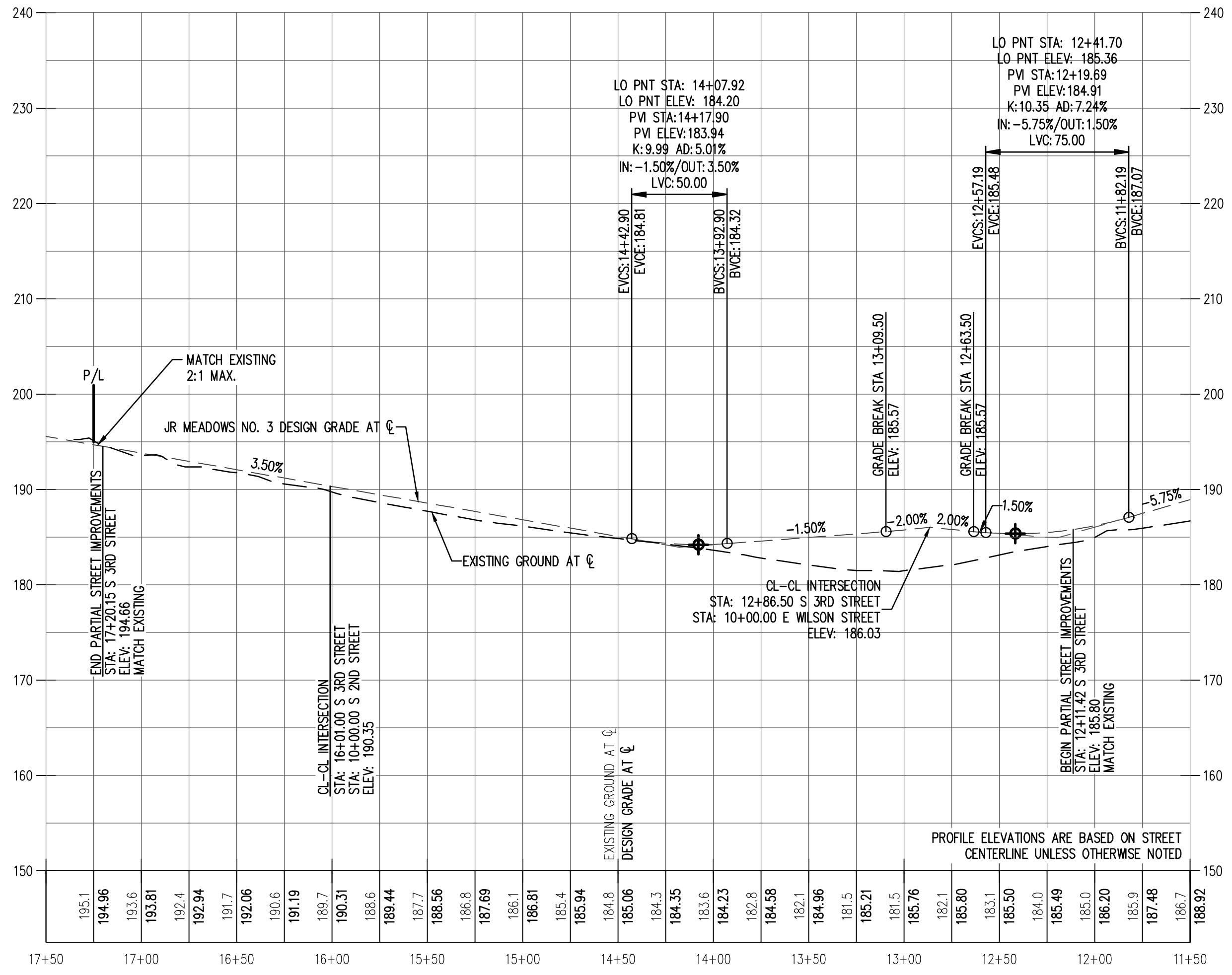


AKS ENGINEERING & FORESTRY, LLC
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 503.563.6151
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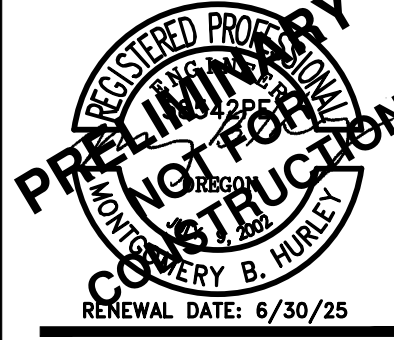
E TAYLOR STREET
 HORZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 10'



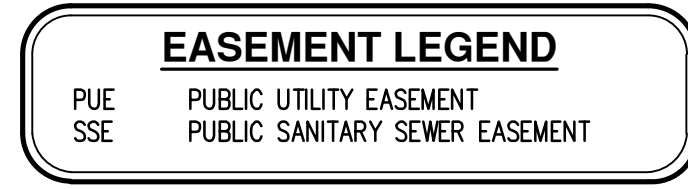
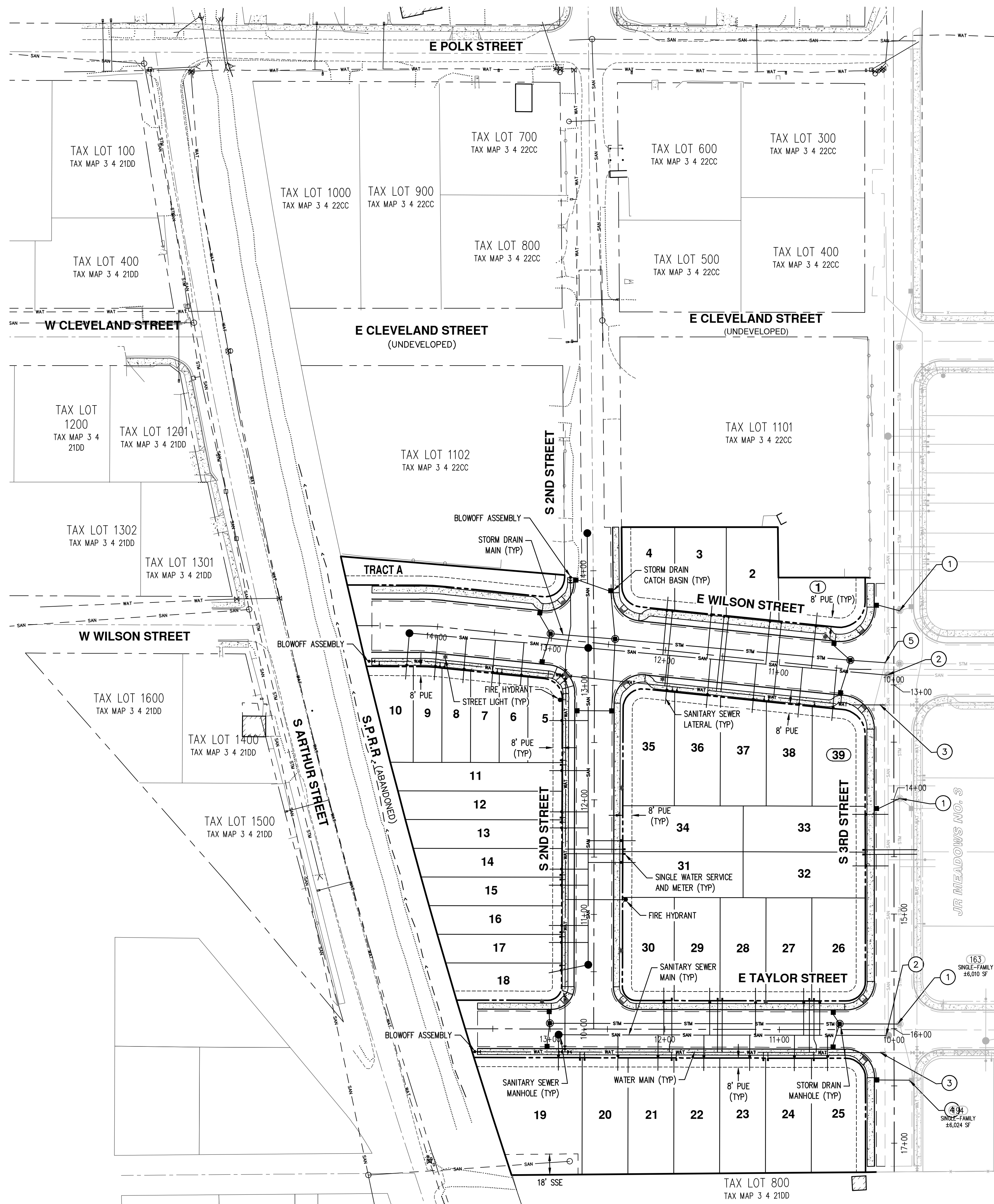
S 3RD STREET
 HORZ. SCALE: 1" = 50'
 VERT. SCALE: 1" = 10'

NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.

PRELIMINARY STREET CROSS
 S 2ND STREET SUBDIVISION
 OPTION 4
 CARLTON, OREGON



RENEWAL DATE: 6/30/25
 JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH

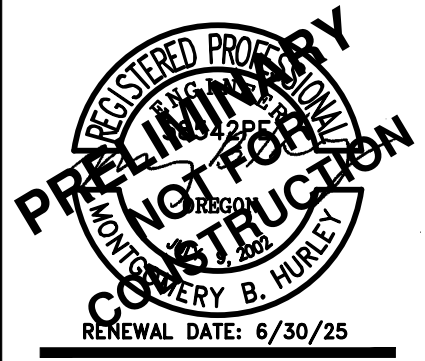


KEYED NOTES

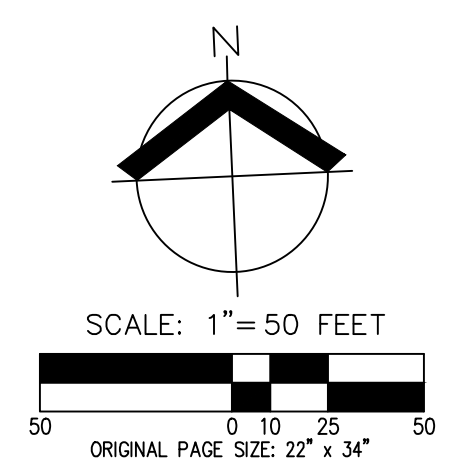
1. CONNECT TO JR MEADOWS NO. 3 STORMWATER MANHOLE.
2. CONNECT TO JR MEADOWS NO. 3 SANITARY SEWER MANHOLE.
3. CONNECT TO JR MEADOWS NO. 3 WATER MAIN.
4. CONNECT TO JR MEADOWS NO. 3 STORMWATER CATCH BASIN.
5. CONNECT TO JR MEADOWS NO. 3 STORMWATER CLEANOUT.

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

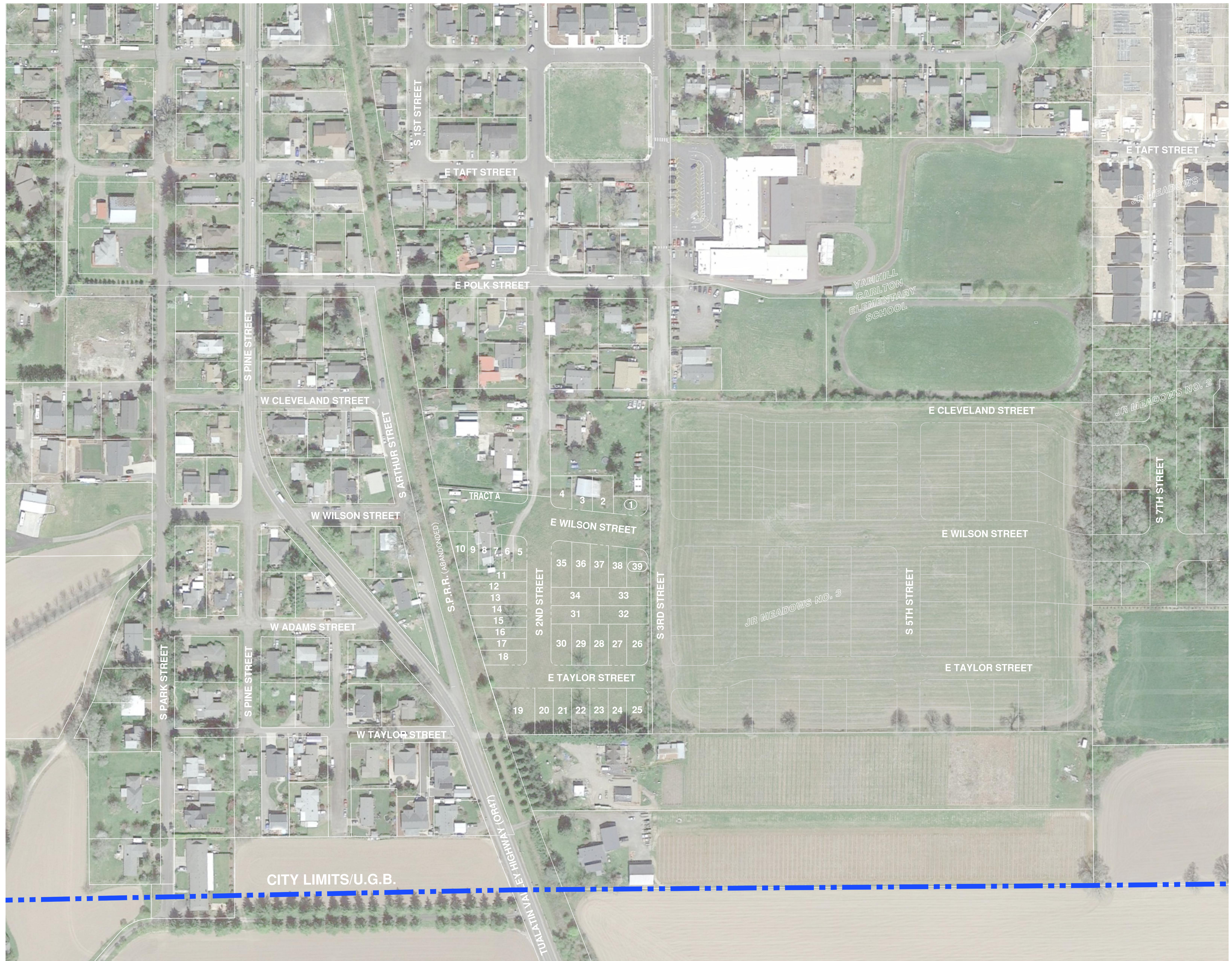
**PRELIMINARY COMPOSITE UTILITY PLAN
 S 2ND STREET SUBDIVISION
 OPTION 4
 CARLTON, OREGON**



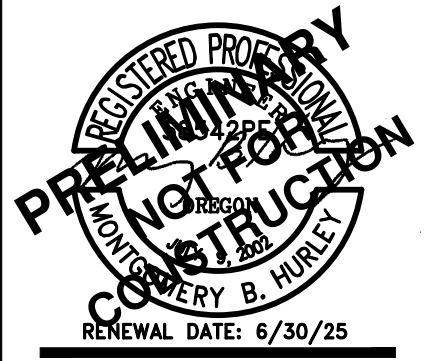
RENEWAL DATE: 6/30/25
 JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH



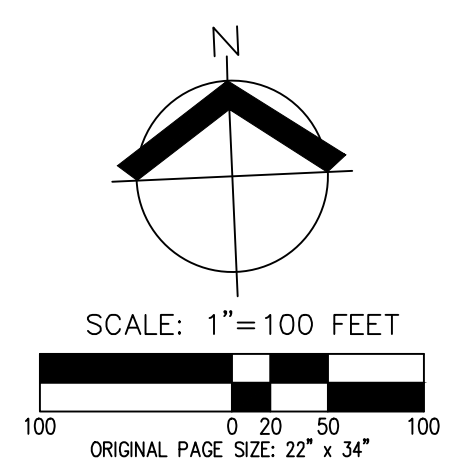
NOTE:
 THESE PLANS ASSUME PHASE 1 OF THE ADJACENT JR MEADOWS NO. 3 SUBDIVISION WILL BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH THIS SUBDIVISION.



**PRELIMINARY AERIAL PHOTOGRAPH PLAN
 S 2ND STREET SUBDIVISION
 OPTION 4
 CARLTON, OREGON**



RENEWAL DATE: 6/30/25
 JOB NUMBER: 4206
 DATE: 12/22/2023
 DESIGNED BY: CMS
 DRAWN BY: NRA/JNW
 CHECKED BY: MBH



Memorandum

To: City of Carlton Planning Commission
 From: Todd E. Mobley, PE
 Date: December 22, 2023
 Subject: SUB 2023-02; 2nd Street Subdivision – Additional Evidence for Continued Hearing



EXPIRES: 12/31/2024

Introduction

This memorandum is written to provide additional evidence in support of the subject application following the hearing held by the Planning Commission on December 11, 2023 and in preparation for the continued hearing on January 8, 2024. This memo addresses the three configurations for a potential future connection of E Taylor Street to Highway 47.

Three Options

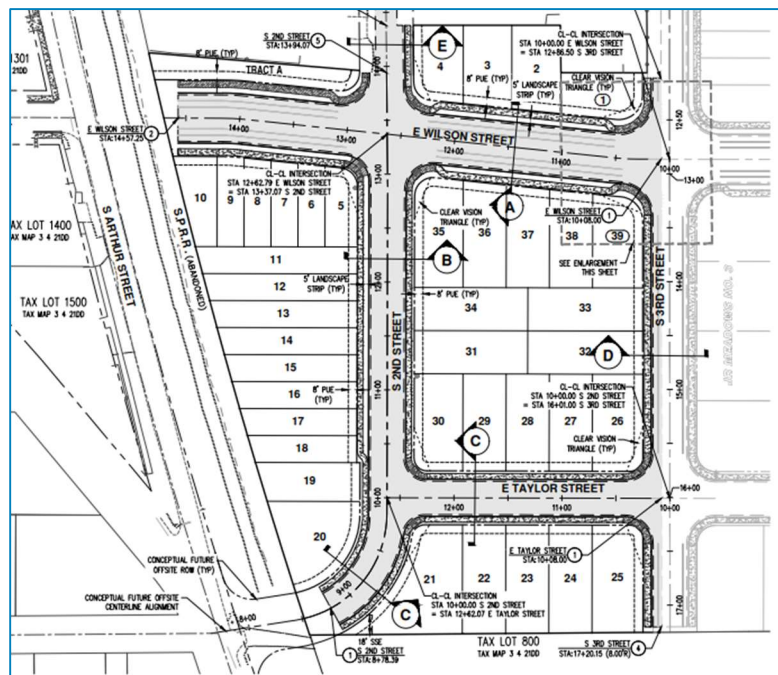
As discussed in the December 11th hearing, there are three options that are under consideration. Each of the options are shown and summarized below.

Option 2: "J-Turn Connection"

This option was labeled as "Alignment 2" in our November 21, 2023 memorandum that is part of the evidentiary record. In discussion at the hearing it was commonly referred to as the "J-Turn" option. It is illustrated in the figure to the right.

Of the three options currently under consideration, Option 2 provides the least safe alternative. The reasons for this were discussed in previous submittals and in detail at the hearing, but they are summarized below:

1. The skew angle of the eventual intersection with the highway does not meet ODOT or City of Carlton design standards.
2. This configuration requires the closure of S Arhtur Street at Highway 47.



Option 2: J-Turn Connection

3. The speed zone transition on Highway 47 is only 400 feet south of the intersection and observed travel speeds are significantly higher than the posted 30 mph speed zone.
4. Introducing an intersection in the speed zone transition, combined with the substandard skew angle and resulting slower northbound right-turns, exacerbates potential conflicts.
5. Sight distance from W Taylor Street is severely substandard and introducing crossing movements and more complexity at the intersection exacerbates an already unsafe condition. The closure of W Taylor Street is strongly recommended for this option.

Option 4: "Straight Perpendicular Connection"

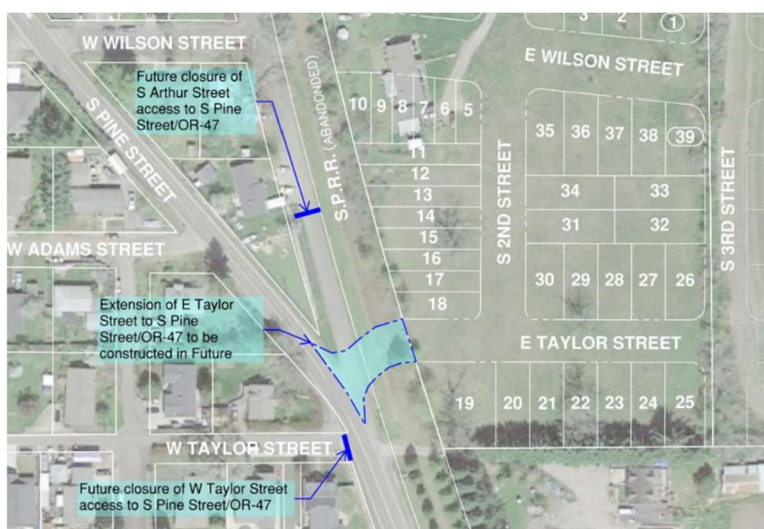
This is the configuration that was proposed in the land use application. It provides a potential future connection of E Taylor Street as a perpendicular intersection, meeting ODOT and City of Carlton standards. Like Option 2, this configuration would require the closure of S Arthur Street and either the closure or realignment of W Taylor Street when the connection is made to the highway.

Option 4 is shown in the figure to the lower right.

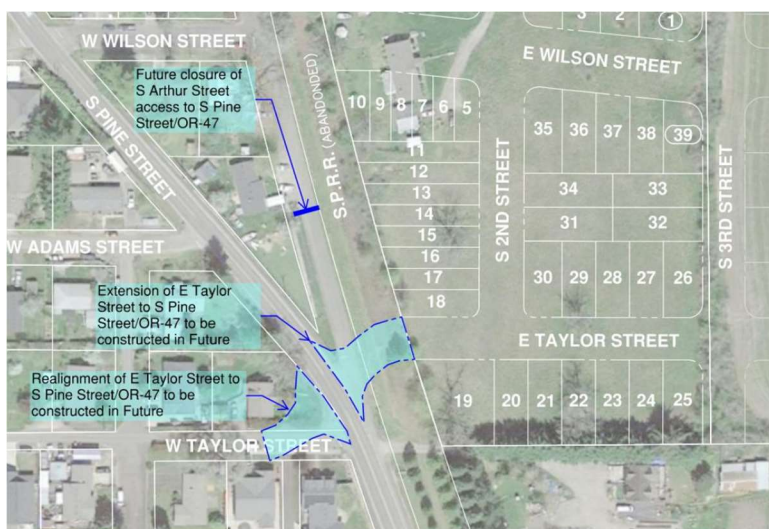
Option 3: "Multi-Use Path Connection"

This was previously labeled as "Alternative 3" in our November 21, 2023 memorandum that is part of the evidentiary record. As documented in that memorandum, this option represents the most safe option of the three currently under consideration. It is well established in the record that an intersection of E Taylor Street with Highway 47 introduces a number of safety concerns. Further, the analysis and findings in the record show that a full street connection in this location is not necessary to support this developing area of Carlton and that if needed, there is still opportunity for a new street connection with Highway 47 to the south.

In addition, the applicant's team listened to the input from Planning Commissioners at the hearing and have provided additional detail on the multi-use path connection through the subdivision. The connection is proposed as a 10-foot-wide paved multi-use path within a 15-foot access easement. This



Option 4: Straight Perpendicular Connection with W Taylor Street Closure



Option 4: Straight Perpendicular Connection with W Taylor Street Realignment



configuration offers a paved width sufficient to accommodate two direction, low speed pedestrian and bicycle traffic¹ with sufficient clearance on each side to allow full use of the paved width as well as landscaping or similar treatment on both sides. The path offers a safe and convenient connection from the neighborhood to a potential future path along the railroad right-of-way and Highway 47.

Option 3 is shown to the right, and details of the shared-use path and its configuration are shown on the two plan sheets attached to this memorandum.



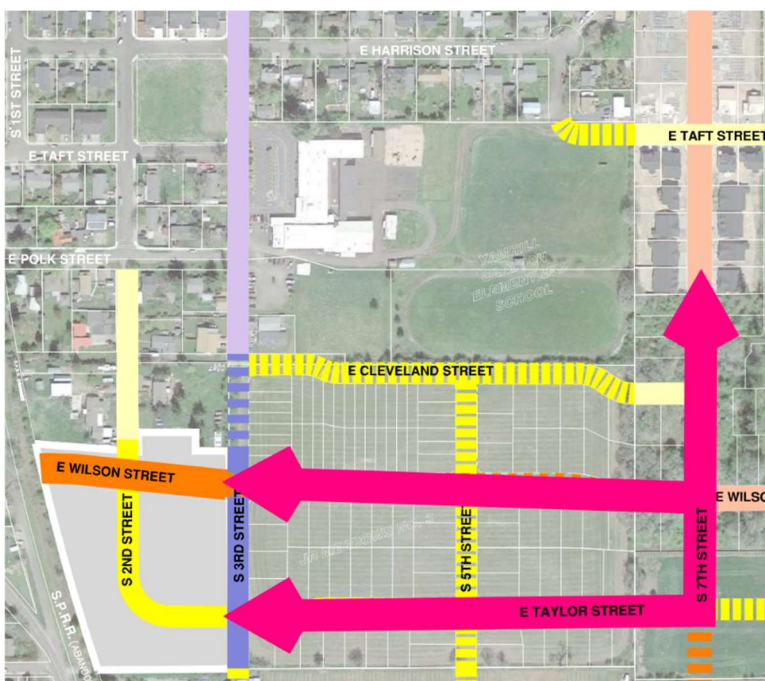
Option 3: Multi-Use Path Connection

Improvements to 2nd Street

Concerns were raised at the December 11th hearing about impacts to 2nd Street north of the site. To mitigate these impacts, the construction plans include off-site improvements to 2nd Street for over 200 feet north of the site. This additional paving will ensure a minimum travelled width of 20 feet for the entirety of 2nd Street and was a requirement of the City Engineer.

Construction Traffic

To alleviate traffic impacts to 2nd Street during construction, the applicant proposes to route all construction traffic to be routed through JR Meadows phases 1 through 3, via S 7th Street, E Wilson Street, and E Taylor Street. This routing is shown in the figure to the right.



Construction Traffic Routing via JR Meadows 1-3

¹ A 10' paved width meets the dimensional standard in both the *Oregon Bicycle and Pedestrian Design Guide* and the *AASHTO Guide for the Development of Bicycle Facilities*.

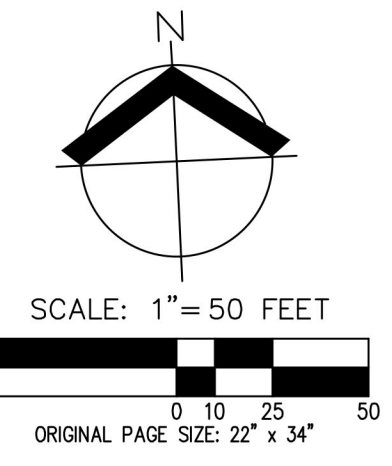


Summary & Conclusion

In order to provide the safest transportation system possible that meets applicable design standards and still provides adequate capacity and connectivity, we respectfully request your support in approving Option 3 as shown in this memorandum.



AKS DRAWING FILE: 4206 ALT SITE COLOR PLAN_V3.DWG | LAYOUT: BASE

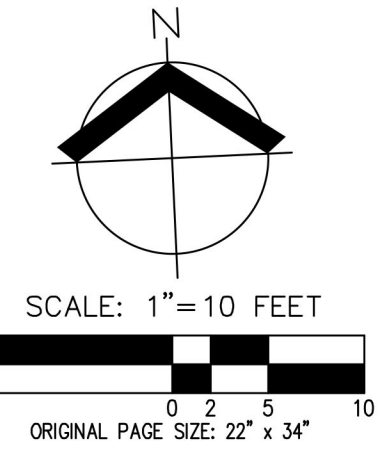


PRELIMINARY COLOR SITE PLAN - OPTION 3
S 2ND STREET SUBDIVISION
CARLTON, OREGON

PRELIMINARY
NOT FOR
CONSTRUCTION

JOB NUMBER:	4206
DATE:	12/07/2023
DESIGNED BY:	NKP
DRAWN BY:	NKP
CHECKED BY:	KAH

EXH 3



NOTE: THIS PLAN IS PRELIMINARY AND INTENDED TO SHOW DESIGN INTENT ONLY. POTENTIAL PLAN ELEMENTS, LOCATIONS, AND DETAILS AS SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE. LANDSCAPING SHALL CONFORM TO CITY OF CARLTON DESIGN STANDARDS WHERE APPLICABLE.

PRELIMINARY COLOR SECTION ELEVATION - OPTION 3
S 2ND STREET SUBDIVISION
CARLTON, OREGON

PRELIMINARY
NOT FOR
CONSTRUCTION

JOB NUMBER:	4206
DATE:	12/07/2023
DESIGNED BY:	NKP
DRAWN BY:	NKP
CHECKED BY:	KAH

EXH 3