



## Planning Commission Agenda

October 15, 2024

7:00 PM

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Chairperson: Todd Culver  
Commissioners: Rhonda Giles, Jeremy Moritz, Kurt Kayner, Kent Wullenwaber, Susan Jackson, Joe Neely and Youth Advisor Nolan Malpass  
Meeting Location: Harrisburg Municipal Center Located at 354 Smith St

### **PUBLIC NOTICES:**

1. *This meeting is open to the public and will be tape-recorded.*
2. *Copies of the Staff Reports or other written documents relating to each item on the agenda are on file in the office of the City Recorder and are available for public inspection.*
3. *The City Hall Council Chambers are handicapped accessible. Persons with disabilities wishing accommodations, including assisted listening devices and sign language assistance are requested to contact City Hall at 541-995-6655, at least 48 hours prior to the meeting date. If a meeting is held with less than 48 hours' notice, reasonable effort shall be made to have an interpreter present. The requirement for an interpreter does not apply to an emergency meeting. ORS 192.630(5)*
4. *Persons contacting the City for information requiring accessibility for deaf, hard of hearing, or speech-impaired persons, can use TTY 711; call 1-800-735-1232, or for Spanish voice TTY, call 1-800-735-3896.*
5. *The City of Harrisburg does not discriminate against individuals with disabilities, and is an equal opportunity provider.*
6. *For information regarding items of discussion on this agenda, please contact City Administrator Michele Eldridge, at 541-995-2200.*
7. *The Municipal Center is disinfected prior to meetings. Seating is 6' apart, and only 50 people can be in the room, dependent upon adequate spacing.*
8. *Masks are not required currently. The City does ask that anyone running a fever, having an active cough or other respiratory issues, not to attend this meeting.*
9. *If you would like to provide testimony, and are unable to attend, please contact the City Recorder. We can accept written testimony up until 5:00 on the day of the meeting and can also call someone during the meeting if verbal testimony is needed.*

**CALL TO ORDER AND ROLL CALL**

**CONCERNED CITIZEN(S) IN THE AUDIENCE.** (Please limit presentation to two minutes per issue.)

**APPROVAL OF MINUTES**

- 1. MOTION TO APPROVE THE MINUTES FROM THE JUNE 18, 2024 PLANNING COMMISSION MEETING**

**PUBLIC HEARING**

- 2. THE MATTER OF THE PROPOSED PRELIMINARY SUBDIVISION PLAT FOR SOMMERVILLE MEADOWS LOCATED AT 915 SOMMERVILLE LOOP.**

**STAFF REPORT EXHIBITS:**

Exhibit A: Applicants Application Packet with narrative, 25-year storm plan, and preliminary drawings.

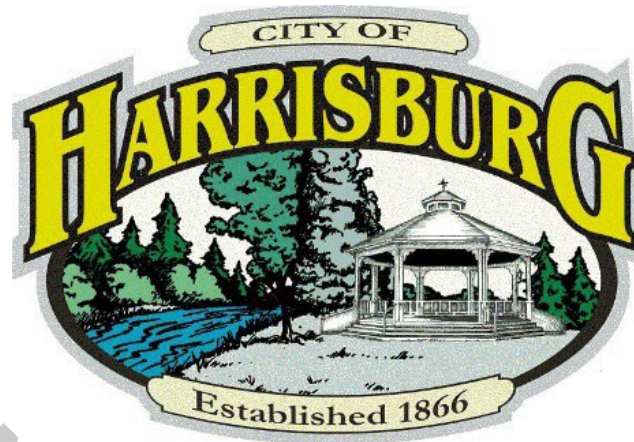
**ACTION: MOTION TO APPROVE, AMEND, OR DENY THE SOMMERVILLE MEADOWS PRELIMINARY SUBDIVISION, LU NO.459-2024, SUBJECT TO THE CONDITIONS OF APPROVAL CONTAINED IN THE OCTOBER 8, 2024 STAFF REPORT. THIS MOTION IS BASED ON FINDINGS CONTAINED IN THE OCTOBER 8, 2024, STAFF REPORT AND ON FINDINGS MADE DURING DELIBERATIONS ON THE REQUEST.**

**APPLICANT:** Doug Shelley, 1163 Spruce St., Junction City, OR 97448

**OTHERS**

**ADJOURN**

June 18, 2024



## Planning Commission Meeting Minutes

June 18, 2024

Commissioners Present: Susan Jackson, Jeremy Moritz, Joe Neely, and Kent Wullenwaber  
 Absent: Rhonda Giles, Kurt Kayner, and Chairperson Todd Culver  
 Staff Present: City Administrator/Planner Michele Eldridge, and Finance Officer/Deputy City Recorder Cathy Nelson  
 Meeting Location: Harrisburg Municipal Center located at 354 Smith St.

**CALL TO ORDER AND ROLL CALL:** Order was called at 7:00pm by Vice-Chairperson Jeremy Moritz, who presided over the meeting.

**CONCERNED CITIZEN(S) IN THE AUDIENCE.** Everyone present was there for items on the agenda.

### APPROVAL OF MINUTES

Neely motioned to approve the minutes for January 17, 2024, February 20, 2024, and March 19, 2024, and was seconded by Wullenwaber. The Planning Commission then voted unanimously to approve the Minutes for January 17, 2024, February 20, 2024, and March 19, 2024.

### PUBLIC HEARING

**THE MATTER OF APPROVING A SITE PLAN REQUEST FOR THE VFC HOLDINGS RV STORAGE FACILITY AT 1070 S. 6<sup>TH</sup> STREET, LU 458-2024.**

Vice-Chairperson Jeremy Moritz read aloud the order of proceedings, and noted the procedures for a continuance, and the process to keep the record open.

At the hour of 7:04PM, the Public Hearing was opened.

Moritz asked if there were any Conflicts of Interest or any Ex Parte contacts.

None stated.

There were no rebuttals in relation to Conflicts of Interest, or Ex Parte Contacts.

Moritz then read aloud the criteria that were relied upon for this land use hearing and noted additional copies of criteria near the door. He also directed the audience on how they would

June 18, 2024

**need to direct testimony towards the applicable criteria, and how an appeal could be made.**

**STAFF REPORT:** Eldridge gave a summary of the application. She stated that the applicant has been in front of the Planning Commission several times. Self-service storage facilities are allowed outright in this zone.

Eldridge highlighted the following conditions and Criteria:

- Criterion 1 – Met with Condition 1: Consistency with plans.
- Criterion 2 – Met.
- Criterion 3 – Met.
- Criterion 4 – Met with Condition 2: Driveway Requirements, Condition 3: Parking Areas Markings, Condition 4: Driveway Directional Markings, Condition 5: Landscaping and Screening, Condition 6: RV Parking Spaces, Condition 7: Private Fire Hydrant, and Condition 8: Storm Drainage.
- Criterion 5 – Met.
- Criterion 6 – Met.
- Criterion 7 – Met with Condition 9: Code Violations.
- Development Concern #1 – Materials kept on property must be screened.
- Developmental Concern #2 – New or additional sign will require building permit.
- Developmental Concern #3 – SDC's payable with building permit.

Staff feels that all requirements are met and recommends approval.

**APPLICANTS TESTIMONY:** Vincent Ferris, applicant, stated that he did not have a lot to add. The work for the previous site plan is in progress. The code violation for having a person living in an RV on site is his caretaker for the property. Ferris asked if they could add a temporary dwelling in the existing office. Eldridge said they could and contact her in the morning.

**TESTIMONY IN FAVOR, OPPOSITION AND NUTRAL TESTIMONY WAS ASKED FOR.**

- None given.

**The public hearing was closed at the hour of 7:46pm.**

- Moritz asked if the applicant understood all the conditions especially the A.S.A.P ones, and that if certain conditions are not met, the building permit will be held-up. Ferris said he understood.
- Jackson **motioned to approve the application for an RV storage facility site plan, LU 458-2024, subject to the conditions of approval contained in the June 10, 2024 Staff Report. This motion is based on findings contained in the June 10, 2024 Staff Report and on findings made during the deliberations on the request and was seconded by Wullenwaber. The Planning Commission then voted unanimously to approve the application for a RV storage facility site plan, LU 458-2024, subject to the conditions of approval contained in the June 10, 2024 Staff Report. This motion is based on findings contained in the June 10, 2024, Staff Report and on findings made during the deliberations on the request.**

**OTHERS**

- Combined meeting with City Council on August 13, 2024 at 6:30pm. There will be no Planning Commission meetings on the 20<sup>th</sup>.

**With no further discussion, the meeting was adjourned at the hour of 8:15 pm.**

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Chairperson

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City Recorder

UNAPPROVED

**City of Harrisburg  
PLANNING COMMISSION**

**NOTICE OF DECISION**

**REQUEST:** The applicant requests approval of a site plan for VFC Holdings (LU 458-2024) to add a RV Storage Facility at 1070 S. 6<sup>th</sup> St.

**LOCATION:** The subject site is located on S. 6<sup>th</sup> St., immediately east of the Harrisburg RV Storage, and addressed as 1070 S. 6<sup>th</sup> St. It is also known as tax lot 00213 of Linn County Assessor's Map 15S04W16D.

**HEARING DATE:** June 18, 2024

**ZONING:** M-1 (Limited Industrial) & I M-2 (General Industrial)

**APPLICANT:** Vincent Ferris, dba  
VFC Holdings  
893 S. 9<sup>th</sup> St.  
Harrisburg, OR 97446

**OWNER:** VFC Holdings LLC  
893 Smith St.  
Harrisburg, OR 97446

**APPEAL DEADLINE:** July 1, 2024 – 8:30am

**DECISION:** The Harrisburg Planning Commission conducted a public hearing on June 18, 2024, and voted to approve the request, subject to the attached conditions of approval. The Planning Commission adopted the findings contained in the Staff Report of the June 18, 2024, Planning Commission meeting, and portions of the minutes from the meeting that demonstrate support for the Planning Commission's actions.

**APPEALS:** People with legal standing to appeal are the applicant(s) or owner(s) of the subject property, and any person who testified orally or in writing during the subject public hearing before the close of the public record. The decision may be appealed by filing a Notice of Appeal with the City Recorder at 120 Smith Street. The Notice of Appeal should be filed by the Appeal Deadline date listed above. Specific information on the

requirements for an appeal or a copy of the complete file of this land use action may be obtained at Harrisburg City Hall. There is a fee of \$1,000.00.

**EFFECTIVE DATE:** July 1, after 9:00am, unless an appeal has been filed with the City Recorder.

**EFFECTIVE PERIOD:** Site Design review approvals shall be effective for a period of 18-months from the date of approval. The approval shall lapse if a public improvement plan or building permit application has not been submitted within 18 months of approval; or construction on the site is in violation of the approved plan.

**MODIFICATIONS & EXTENSIONS:**

Upon written request by the applicant, the City Administrator may grant a written extension of the approval period not to exceed 18 months; provided that the applicant follows all criteria as required in HMC 19.15.070(2).

Modifications to approved plans and developments are subject to City review and approval under HMC 19.30.

  
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Jeremy Moritz  
Planning Commission Vice-Chair

**RECOMMENDED CONDITIONS OF APPROVAL**

**Condition No. 1: Consistency with Plans:** Development shall comply with the plans and narrative in the applicant’s proposal, except where modified by the following conditions of approval.

**Condition No. 2: Driveway Requirements:** ASAP – but prior to the issuance of any other building permits for this property, the driveway improvements must be made. Some of the parking spaces are already being utilized for RV’s inside the fenced area; the Harrisburg Fire/Rescue District will need to have access without any problems to vehicles or equipment if any adjacent wildfire or field threatens the business, or nearby farmed properties.

**Condition No. 3: Parking Areas Markings:** Prior to Occupation of the planned east Storage/Office Facility, the applicant must complete and mark all parking spaces in between the two structures.

**Condition No. 4: Driveway Directional Markings:** ASAP – but prior to the issuance of any other building permits for this property, the driveway’s outline shall be marked, and directional arrows shall be made on the driveway throughout the RV Storage complex. The first/last 272’ of the driveway must be marked for two way travel.

**Condition No. 5: Landscaping and Screening:** Prior to occupation of the new structure planned for the site, the applicant shall show a landscaping plan showing the types of landscaping planned for these areas. An additional 625 sq. ft. of landscaping is required, and can be placed anywhere in the plan. The locations of a minimum of 4 additional trees spaced throughout the RV Storage Site plan must be shown on the plan. Trees must be planted prior to the end of 2024. Physical barriers are required near any tree located near vehicle maneuvering areas, the type and location of which shall be included on the landscaping plan.

**Condition No. 6: RV Parking Spaces:** ASAP – but prior to any further building permits being issued, the applicant shall adequately mark the RV parking spaces according to the proposed site plan.

**Condition No. 7 – Private Fire Hydrant** ASAP - and prior to any further building permits being issued, the applicant shall install a private fire hydrant, following the design requirements of PW and the local Fire Marshall. The fire hydrant shall be located near the parking light, approximately 311’ from the front property line. The fire hydrant shall be protected from damage by installing a physical barrier around it; the design and type of physical barrier shall be by choice of the applicant.

**Condition No. 8: Storm Drainage/HMC 13.30.080:** Before further grading is done for the driveway or the RV Storage parking spaces, a preliminary grading, erosion, and



sediment control plan shall be provided, and approved by the PW Director prior to issuance of any further building permits.

**Condition No. 9: Code Violation** – The applicant must remedy the code violation in existence on this property before any further work is done, and this site plan approval is allowed to proceed.

**DEVELOPMENT CONCERNS**

**DEVELOPMENT CONCERN NO. 1:** If the applicant decides to keep materials such as dirt, stone, landscape pavers, or bark on the property, then it must be kept behind the secondary/smaller structure. The southern side of this area should be screened from the view of S. 6<sup>th</sup> St.

**DEVELOPMENT CONCERN NO. 2:** If the applicant plans on obtaining a new or additional sign, then they will be required to obtain a building permit before installation.

**DEVELOPMENT CONCERN NO. 3:** SDC'S for the new structure and for this project shall be due and payable at the time the new building permit is paid for.

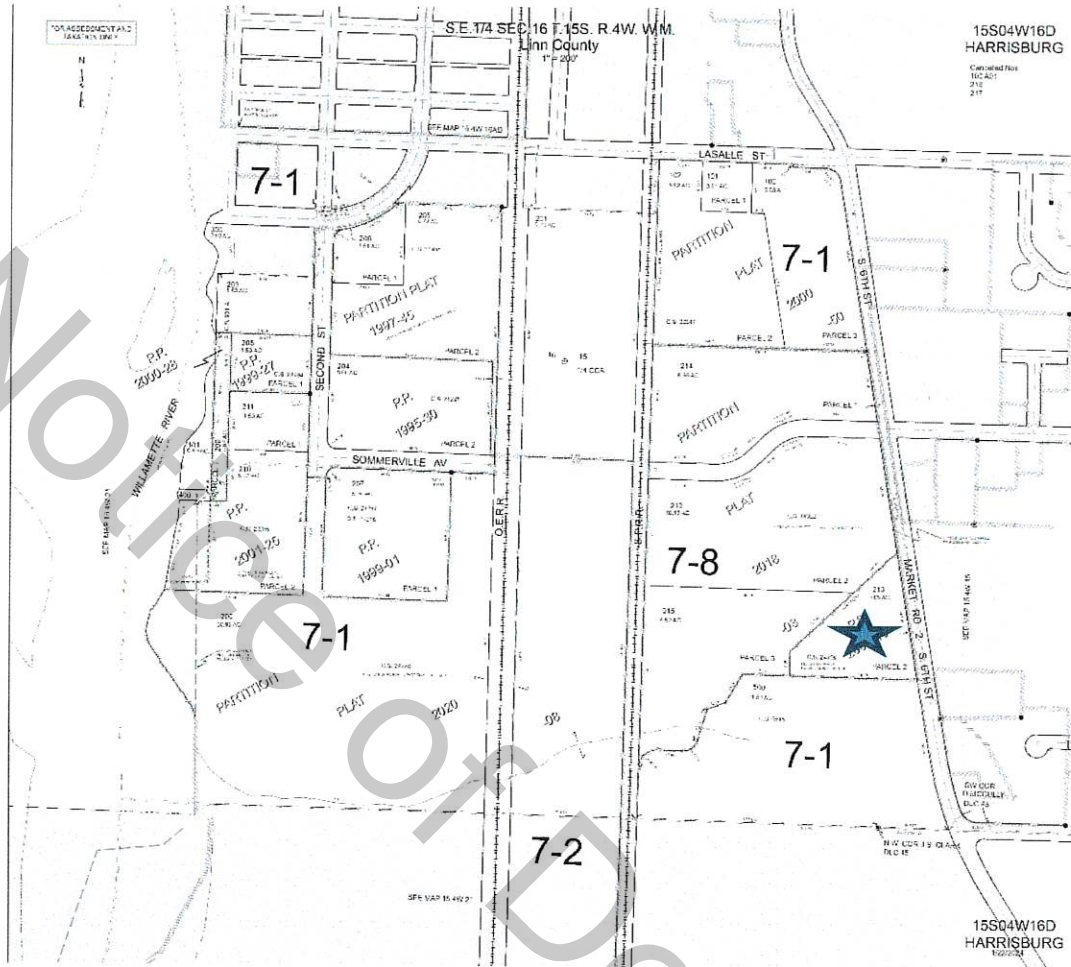
Of Decision

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SAGE W/1 001

S.E. 174 SEC 16 T. 15S. R. 4W. W.M.  
Linn County

15S04W16D  
HARRISBURG  
Cancelled Plat  
100-201  
212  
217



# Staff Report Harrisburg Planning Commission Harrisburg, Oregon

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**THE MATTER OF THE PROPOSED PRELIMINARY SUBDIVISION PLAT FOR SOMMERVILLE MEADOWS LOCATED AT 915 SOMMERVILLE LOOP.**

**STAFF REPORT EXHIBITS:**

Exhibit A: Applicants Application Packet with narrative, 25-year storm plan, and preliminary drawings.

**ACTION:** ***MOTION TO APPROVE, AMEND, OR DENY THE SOMMERVILLE MEADOWS PRELIMINARY SUBDIVISION, LU NO.459-2024, SUBJECT TO THE CONDITIONS OF APPROVAL CONTAINED IN THE OCTOBER 8, 2024 STAFF REPORT. THIS MOTION IS BASED ON FINDINGS CONTAINED IN THE OCTOBER 8, 2024, STAFF REPORT AND ON FINDINGS MADE DURING DELIBERATIONS ON THE REQUEST.***

**APPLICANT:** Doug Shelley, 1163 Spruce St., Junction City, OR 97448

**LOCATION:** 915 Sommerville Loop (15S04W15CA-03200)

**HEARING DATE:** October 15, 2024

**ZONING:** Residential Low Density (R-1)

**OWNER:** Regal Homes by Shelley, Inc., 1163 Spruce St., Junction City, OR 97448

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**BACKGROUND**

The property owner is Regal Homes by Shelley, and the applicant, Doug Shelley, has asked to develop the property located at 915 Sommerville Loop. This lot is located on the east side of S. 9<sup>th</sup> St., in between the Max Hammer Subdivision, and Sommerville Loop. The existing lot, identified as Tax Lot 3200 on Linn County Assessor’s Map 15S04W15CA (“site”), totals 2.3-acres or 9,307.77 square feet.

This lot is zoned in the Residential Low Density (R-1) zone. The adjacent properties to the east are zoned similarly, and they are primarily single-family detached homes. The site has access to two existing public rights-of-way, with frontage on Sommerville Loop

and South 9<sup>th</sup> Street, which terminates at the Applicant’s southwestern property line. Sommerville Loop is classified as a Collector street in the Harrisburg Transportation System Plan. South 9<sup>th</sup> Street is a Local street. The prior owner of this lot donated an approximately 10’ strip of property, which was vacated and added to the S. 9<sup>th</sup> St. right-of-way, and which allowed services to be available for future development.

**INTRODUCTION**

Sommerville Meadows is a proposed Preliminary Subdivision Plat that includes 11 residential lots for single-family detached homes. The Harrisburg Comprehensive Plan designates the site as Residential Low Density (R-1) Zone. The developer plans for only single family detached homes for this proposed plat. An existing home located on Lot No. 11, will remain in place.

Per Title 19 of the Harrisburg Municipal Code (HMC), a Subdivision is a two-step process, including both a Preliminary Plat and a Final Plat. The Preliminary Plat is a Type III application process that is subject to Planning Commission review and decision. The subsequent Final Plat application is a Type I application. The Preliminary Plat is subject to the procedural requirements of HMC 19.20.030 and the approval criteria at HMC 19.20.070. Also, the proposed preliminary subdivision must comply with other applicable development standards of the R-1 zone. The density of this proposed subdivision is currently 5.4 dwellings per net acre. Densities are explained in more detail under the applicable criterion.

The proposed Preliminary Subdivision Plat includes one new public street and limited improvements to the existing Sommerville Loop right-of-way. The proposed street is named Thompson Way and runs east west through the site, ending on the east side of the proposed subdivision. This right-of-way is planned as a paved area of 46’ wide, with a 29’ wide street, which is allowed in the City’s development code. Thompson Way will be a local street and is addressed further under the applicable criterion. There is not enough room for a planter strip on this street, without sacrificing square footage that will affect minimum lot standards for the smaller lots.

There is an existing home and shop that is shown in the applicant’s packet, and which are being separated, with the shop shown on Lot No. 10, and the home shown on Lot No. 11. With the development of this subdivision, these structures and lots are now non-conforming and must be brought up to compliance standards. There are specific sections throughout this staff report that will stipulate what will need to be done in order to bring these lots into compliance. Some of the final compliance requirements will be in the form of development findings.

**CRITERIA AND FINDINGS OF FACT**

This section is organized by the applicable criteria per HMC outlined in ***bold italics*** below and then followed by discussion, findings, and proposed conditions in normal text.

**1. CRITERION: HMC 19.20.050 Preliminary plat submission requirements.**

**DISCUSSION:** Per HMC 19.20.050, the Applicant is required to provide application materials, including a written narrative, preliminary plan sets, and supporting analysis, according to the descriptions therein. These descriptions include specific information that must be shown on the preliminary plan that demonstrates compliance with the development standards.

**FINDING:** The Applicant has met the submission requirements. City staff deemed the application complete on Tuesday, September 3, 2024.

**2. CRITERION: HMC 19.20.070 Preliminary plat approval criteria – Subdivision.**

1. **Approval Criteria. The Planning Commission may approve, approve with conditions, or deny a preliminary subdivision plat. The Planning Commission’s decision shall be based on findings of compliance with all of the following approval criteria:**
  - a. **The land division application shall conform to the requirements of this chapter;**
  - b. **All proposed lots, blocks, and proposed land uses shall conform to the applicable provisions of Chapter 18.45 HMC;**
  - c. **Access to individual lots, and public improvements necessary to serve the development, including but not limited to water, sewer, and streets, shall conform to Chapters 18.70 and 18.85 HMC;**
  - d. **The proposed plat name is not already recorded for another subdivision, and satisfies the provisions of ORS Chapter 92;**
  - e. **The proposed streets, utilities, park land or open space dedication, and surface water drainage facilities, as applicable, conform to City of Harrisburg adopted public facilities master plans and applicable engineering standards, and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications;**
  - f. **All proposed private common areas and improvements, if any, are identified on the preliminary plat and maintenance of such areas is assured through appropriate legal instrument;**
  - g. **Evidence that any required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development; and**
  - h. **Evidence that improvements or conditions required by the City, road authority, Linn County, special districts, utilities, and/or other service providers, as applicable to the project, have been or can be met.**

**DISCUSSION:** The Applicant has met the burden of proof to provide findings for the applicable approval criteria, with some exceptions which are conditioned below. The

findings for HMC 18.45, 18.70, 18.75, and 18.85 are provided below and can be found in numerical order.

The proposed subdivision name of Sommerville Meadows is not known locally and can be recorded without concern for duplication, provided the Linn County Surveyor confirms the plat name is not already recorded.

**RECOMMENDED CONDITION NO.1:** The Applicant shall provide to the Linn County surveyor the proposed subdivision plat name to verify the plat name is not already recorded for another subdivision and that it satisfies the provisions of ORS Chapter 92.

In accordance with subsection (e), as demonstrated in the Applicant’s application materials and as provided in the findings and recommended conditions of approval below, the proposed public improvements comply with the applicable criteria in the City’s public facility plans, including stormwater quality and detention facilities, street improvements and extensions, and other necessary public utilities. Based on this information and the required future review of the privately engineered public improvement construction plans and specifications for public improvements, including but not limited to, traffic control devices, detailed storm detention and conveyance system, sanitary sewer conveyance system, water distribution system, and roadway design details, the City is willing to accept dedication of the new proposed street right-of-way. The proposed utilities are shown on page 35 of the Preliminary Subdivision Plat drawings and application packet.

There are no proposed private common areas or private improvements. The proposed stormwater facility is located on Lot No. 10 as an easement. This is proposed as a public facility. This facility will be dedicated to and maintained by the City. Maintenance Fees equal to the first five years of operation of the storm detention area shall be provided with other engineering fees when the development agreement is completed.

**RECOMMENDED CONDITION NO. 2:** The applicant and the City of Harrisburg shall enter into a mutual agreement for the placement and completion of all required infrastructure and utilities, including permanent access and maintenance easement for the storm drain detention area by the City with funding assistance provided by the applicant.

The written narrative asserts that all necessary state and/or Federal permits will be obtained prior to construction beginning on site. There are no wetlands located on this property, as shown in the Local Wetland Inventory, but the applicant will need to apply for a 1200-C permit from the DEQ.

Per section 2, above, the Planning Commission is enabled to apply conditions of approval as needed to ensure code compliance. A complete list of proposed conditions of approval is provided at the conclusion of the staff report.

**RECOMMENDED CONDITION NO. 3:** The applicant must provide a copy of the approved DEQ 1200-C Report to the City, prior to construction beginning on the site.

**FINDING:** As described in the discussion above and the additional findings in the following sections, the Applicant has demonstrated that the Preliminary Subdivision, as conditioned, meets the applicable criteria.

**3. CRITERION: 18.45.030 Allowed uses.**

...  
**2. Permitted Uses and Uses Permitted Subject to Special Use Standards.**  
*Uses listed as “Permitted Use (P)” are allowed provided they conform to relevant lot and development standards.*

**DISCUSSION:** As described above, the proposed subdivision is located in the R-1 zone. Single-family nonattached dwellings are proposed in the R-1 zone on 11 total proposed lots; these are an outright permitted use, as long as they conform to the standards in this part of the HMC.

**FINDING:** The proposed housing type is permitted in the R-1 zone. The proposed residential use complies with the allowed use standards.

**4. CRITERION: 18.45.040 Lot and development standards.**

...  
**4. Table 18.45.040.4 – Lot and Development Standards for Residential Zones.**

<b>Table 18.45.040.4 – Lot and Development Standards for Residential Zones</b> <i>Except as provided by HMC 18.45.040 through 18.45.080, as modified under Chapter 19.40 HMC, Adjustments and Variances, or as approved under Chapter 19.45 HMC, Master Planned Developments.</i>				
<b>Standard</b>	<b>R-1</b>	<b>R-2</b>	<b>R-3</b>	<b>(Reserve)</b>
<b>Residential Density, per HMC 18.45.060 (dwelling units per net acre – minimum and maximum)</b>	<i>Min. 1 per acre Max. 6 per acre (Per Comp Plan)</i>	<i>Min. 2 per acre Max. 12 per acre (Per Comp Plan)</i>	<i>Min. 12 per acre Max. 18 per acre (Per Comp Plan)</i>	
<b>Minimum Lot Area* (square feet)</b>				
<b>Single-family, not attached:</b>				
<i>Corner lot</i>	<i>7,000 sf</i>	<i>6,000 sf</i>	<i>4,000 sf</i>	
<i>Interior lot</i>	<i>6,000 sf</i>	<i>5,000 sf</i>	<i>4,000 sf</i>	
<b>Single-family, attached (townhome) dwellings:</b>				
<i>Corner lot</i>	<i>7,000 sf</i>	<i>4,000 sf</i>	<i>4,000 sf</i>	
<i>Interior lot</i>	<i>6,000 sf</i>	<i>3,000 sf</i>	<i>2,500 sf</i>	

**Lot size may be reduced in new subdivisions through lot size averaging per HMC 19.20.040 or through approval of a master planned development under Chapter 19.45 HMC, provided the density standards of this section are met. Minimum lot sizes do not apply to open space tracts and similar properties where development is restricted.**

<b>Minimum Lot Width</b>			
<b>Single-family, not attached:</b>			
<b>Corner lot</b>	<b>60 ft</b>	<b>50 ft</b>	<b>40 ft</b>
<b>Interior lot</b>	<b>50 ft</b>	<b>45 ft</b>	<b>40 ft</b>
<b>Minimum Lot Depth</b>			
<b>Street frontage width may be less than minimum lot width where flag lots are allowed, per HMC 19.20.040.</b>	<b>1.5 times min. width or 80 feet, whichever is less</b>	<b>1.5 times min. width or 75 feet, whichever is less</b>	<b>1.5 times min. width or 70 feet, whichever is less</b>

**DISCUSSION:** The proposed R-1 lots range in size from 6,005 square feet (SF) to 7,088 SF on average for most lots. Lot 10 is oversized at 12,340 SF, as is 21,743 SF for the lot with an existing house. Each corner lot in the R-1 zone exceeds the minimum 7,000 square foot lot area, and all the interior lots exceed the minimum 6,000 square foot lot area. The lots all exceed the minimum 80’ requirement for depth in the R-1 zone.

The applicable setbacks will be reviewed at the time of building permit submittal for the individual dwellings. The tentative plan demonstrates that there is sufficient lot area to meet the side setback standards. Certain standards (e.g., building heights, fences and walls, lot coverage) in HMC Table 18.45.030 are not applicable to the Preliminary Subdivision Plat process and will be addressed at the time of building permitting.

**FINDING:** City staff concurs with the Applicant’s findings. The proposed lots are consistent with the lot and development standards, as allowed in HMC 18.45. This criterion is met.

**5. CRITERION: 18.70.030 Vehicular access and circulation.**

**3. Traffic Study Requirements. The City, in reviewing a development proposal or other action requiring an approach permit, may require a traffic impact analysis or other traffic engineering analysis, pursuant to HMC 18.85.020, to determine compliance with this code.**

**DISCUSSION:** This subdivision has only 8 lots that will be developed on proposed Thompson Way, two are developed on S. 9<sup>th</sup> St., and one existing lot is already present on Sommerville Loop. At this time, the City doesn’t feel that a traffic study requirement is warranted.

**FINDING:** This criterion has been met.

**4. Approach and Driveway Development and Circulation Standards. Approaches and driveways shall conform to all of the following**



**development standards: [For expanded criteria, see HMC 18.70.030(4)(a) through (v).]**

**DISCUSSION:** The proposed Preliminary Subdivision includes 11-lots. Each lot is accessed by an individual driveway. The driveways for 8 of the homes will be located on Thompson Way, with two on S. 9<sup>th</sup> St. This minimizes the number of approaches on Sommerville Loop, as this is a higher classification street. At the time of development, all driveways shall be paved and oriented in relation to the location of the dwelling unit. The garage of any proposed dwelling also has a minimum 20-foot setback. This is sufficient to accommodate one vehicle in the driveway and avoid obstructing the public right-of-way, including sidewalks. The developer is encouraged to put in a wider driveway to accommodate family homes, who often have more vehicles.

There is a remaining access driveway on Lot No. 10, from Sommerville Loop, currently on the immediate southwest corner of the lot, abutting the hydrant. This must be discontinued, as it was in place prior to the S. 9<sup>th</sup> St. development. This is in a dangerous location for future property owners. Because this lot will be developed with a new home, and it's a corner lot, there will be sidewalk, curbs, and gutters required on Sommerville Loop to the southeast corner of Lot No. 10. Driveway access for Lot No. 10 will not be allowed from Sommerville Loop. The main access from this lot will be on the S. 9<sup>th</sup> St. side of the property, to the north near the storm water detention easement.

The access for Lot No. 11 will continue to be from Sommerville Loop. This is currently a circle driveway, which has almost 73' of separation between each leg. There is an additional 42' to the neighbor's access driveway located to the east. The property owner may decide to keep a circle driveway if desired. However, the property is non-conforming due to the lack of a garage/carport on the property. The additional development also triggers the requirement for the developer to pave the existing driveway, for a minimum distance of 25' on both legs of the circle driveway, as the entire driveway is considered a primary driveway. This particular lot will also need to come into compliance by being required to install sidewalks, curbs and gutters to the southeast corner of Lot No. 11.

HMC 18.70.030(4)(g) requires that emergency vehicle access, approaches and driveways be constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The developer chose a hammerhead turnaround to meet this requirement. The approaches must withstand 75,000 lbs of vehicle and are therefore required to be paved, due to the hydric soils in this location. The property owners must be instructed that they are not allowed to park on the approaches, although they can use it as a driveway. The developer must add small signs in the front landscaping that states that parking on the paved hammerhead is not allowed. The developer is encouraged to install a gravel driveway for RV storage behind the hammerhead.

**RECOMMENDED CONDITION NO. 4:** The developer will be required to wrap the sidewalk, curbs and gutters around to the Sommerville Loop side of the property, to the southeastern corner of Lot No. 10. During this process, the driveway on the southwest corner must be discontinued, as it is in a dangerous location.

**RECOMMENDED CONDITION NO. 5:** The developer will be required to bring Lot No. 11 up to code, as it is currently non-conforming. This triggers other development requirements, which will be addressed later in this report. Curbs, gutters and sidewalks will be required from the southwestern corner to the southeastern corner of Lot. No. 11, and the developer must also pave the first 25' of each leg of the circle driveway. The developer can choose to discontinue a portion of the driveway in order to limit paving requirements, but must determine which section of driveway will be considered primary, as access across the curbs, gutters and sidewalks will only be allowed for the primary driveway.

**RECOMMENDED CONDITION NO. 6:** The developer has shown an emergency turnaround easement on Lots No. 4 and 5. These easements must be paved, and be able to withstand 75,000 lbs. of emergency vehicle. The deed for lots 4 and 5 should state that the homeowners are not allowed to park on these approaches, but may use them as a driveway to the back of their property, or to a gravel pad used to store a RV. The developer shall add a small sign to the landscaping in this area at the time that the building permit is issued that states no parking in this area.

**FINDING:** Based on the Applicant’s findings and as conditioned, the criteria is met.

**5. *Internal, on-site circulation of cars and persons on development in excess of 40,000 square feet or one and one-half acres shall conform to the following standards: [For expanded criteria, see HMC 18.70.030(5)(a) through (d).]***

**DISCUSSION:** The development site is approximately 2.30-acres; therefore, these standards are applicable. The location of the proposed driveways minimizes disruptions to pedestrian access to the future dwellings. The minimum set back for a garage is 20-foot; which allows for one vehicle to be in the driveway and avoid parked vehicles from blocking the adjacent sidewalk. The developer is encouraged to install wider driveways to accommodate more vehicles. The proposed lot layouts can meet this standard at the time of building permitting.

**FINDING:** This criterion is met.

**6. *Approach Separation from Street Intersections. Except as provided by subsection (8) of this section, the following minimum distances shall be maintained between approaches and street intersections, where distance***

*is measured from the edge of an approach surface to the edge of the roadway at its ultimate designated width:*

- b. On a collector street: 50 feet.*
- c. On a local street: 20 feet.*

**DISCUSSION:** Sommerville Loop is classified as a collector street, while S. 9<sup>th</sup> St. and the proposed Thompson Way are classified as local streets. The driveway approaches to Lot 10 will easily accommodate a driveway 50’ from Sommerville Loop and will be at least 76’ from Thompson Way. Lot 9 will have a driveway that is more than 100’ from the intersection of either Thompson Way or Sommerville Loop. Driveway approaches for Lots 1 and 8 are located on a local street and during the building permit site plan, the builder will need to maintain 20’ from the intersection with S. 9<sup>th</sup> St. The driveway on Sommerville Loop is existing, and is 110’ from the intersection of S. 9<sup>th</sup> St.

**FINDING:** This criterion is met.

**7. Approach Spacing. Except as provided by subsection (8) of this section or as required to maintain street operations and safety, the following minimum distances shall be maintained between approaches, where distance is measured from the edge of one approach to the edge of another:**

- b. On a collector street: 50 to 100 feet.*
- c. On a local street: 20 feet, or the City Engineer or authorized representative may approve closer spacing where necessary to provide for on-street parking (e.g., between paired approaches).*

**DISCUSSION:** Per HMC 19.55, the City defines driveway approaches as a “connection to a public street or highway where it meets a public right-of-way.” The Applicant does indicate that they will comply with approach permits that meet the City’s standards, and staff notes that there should be no problems with separation with any of the proposed lots. There is a former/informal driveway that remains on the southwest corner of S. 9<sup>th</sup> St. and Sommerville Loop, which accesses Lot No. 10. This driveway must be removed, and no approach will be allowed at this location. This has already been addressed in Condition No. 4. As also previously noted in Condition No. 5, the circle driveway located on Lot No. 11, meets the approach spacing standards to other approaches and the intersection of S. 9<sup>th</sup> and Sommerville Loop, but is further conditioned and must be paved.

**FINDING:** As previously conditioned, this criterion is met.

**8. Vision Clearance. No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) between three feet and eight feet in height shall be placed in “vision clearance areas” at street intersections, as illustrated. The minimum vision clearance area may be modified by the City Engineer through a Type I procedure, upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). Placement**

***of light poles, utility poles, and tree trunks should be avoided within vision clearance areas.***

**DISCUSSION:** The applicant has indicated on their narrative that no improvements are shown in the vision clearance area, and that the applicant will demonstrate that no fencing, signage or structure will be proposed in this area.

**FINDING:** The criterion is met.

**6. CRITERION: HMC 18.75 Landscaping, Fences and Walls, Outdoor Lighting**

**DISCUSSION:** The Applicant didn't address HMC 18.75 in their narrative, but landscaping, fences, and walls will apply to the proposed public stormwater easement located on Lot. No. 10. The drawing shown on Page 36 of the application packet, shows a sand filter detention system that will not be allowed by the City Engineer. The applicants engineer will need to provide the City with schematics for a different system, which will traditionally require plantings, as well as a fence surrounding it. This detail will be provided with the Civil Engineering documents addressed further in this staff report.

**RECOMMENDED CONDITION NO. 7:** The applicant shall provide the City with a plan for a fence, and plantings for a standard detention pond as required by the City Engineer in the detail provided in the public improvements plan set. (Civil Engineering)

**FINDING:** Although HMC 18.60.020 states that the provisions of HMC Chapter 18.75 are not applicable to Subdivision applications, it does apply to the standards due to the stormwater facilities shown on Lot No. 10. As conditioned, the criterion has been met.

**7. CRITERION: HMC 18.85.020 Transportation standards**

***18.85.020 Transportation standards.***

**1. General Requirements.**

- a. Except as provided by subsection (1)(e) of this section, existing substandard streets and planned streets within or abutting a proposed development shall be improved in accordance with the standards of this chapter as a condition of development approval.***
- b. All street improvements, including the extension or widening of existing streets and public access ways, shall conform to this section, and shall be constructed consistent with the City of Harrisburg Engineering Design Standards Manual.***
- c. All new publicly owned streets shall be contained within a public right-of-way. Public pedestrian access ways may be contained within a right-of-way or a public access easement, as required by the City Engineer.***

**d. The purpose of this subsection is to coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities.**

**(1) When a Traffic Impact Analysis Is Required. The City or other road authority with jurisdiction may require a traffic impact analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA may be required by the City Administrator where a change of use or a development would involve one or more of the following:**

- (a) A change in zoning or a plan amendment designation, as may be required to determine compliance with OAR 660-012-0060, Transportation Planning Rule;**
- (b) Operational or safety concerns documented in writing by a road authority;**
- (c) An increase in site traffic volume generation by 300 average daily trips (ADT) or more;**
- (d) An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;**
- (e) An increase in the use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day;**
- (f) Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;**
- (g) A change in internal traffic patterns that may cause safety concerns; or**
- (h) A TIA required by ODOT pursuant to OAR 734-051.**

...

**e. The City Engineer or authorized representative may waive or allow deferral of standard street improvements, including sidewalk, roadway, bicycle lane, undergrounding of utilities, and landscaping, as applicable, where one or more of the following conditions in subsections (1)(e)(1) through (4) of this section is met. Where the City Engineer or authorized representative agrees to defer a street improvement, it shall do so only where the property owner agrees not to remonstrate against the formation of a local improvement district in the future.**

**DISCUSSION:** The proposed Preliminary Subdivision includes the construction of one new public local street, entitled Thompson Way. Public improvements to the existing substandard Sommerville Loop along the southern site frontage will also be required. The existing street and proposed public improvements are entirely within existing right-of-way. Thompson Way is proposed to be dedicated to the City through the Final Plat application process.

The proposed public improvements along the substandard Sommerville Loop frontage are shown ending at the intersections of South 9<sup>th</sup> Street and Sommerville Loop. The Applicant is required to extend the required public improvements along Sommerville Loop to the southeastern corner of Lot No. 11. These improvements will include underground stormwater piping, sidewalks, curbs and gutters. These improvements are already addressed in Conditions of Approval 4 and 5.

During the initial stages of scoping this project, the Applicant worked with the City to determine whether a TIA (Traffic Impact Analysis) was required. The City Engineer determined that a TIA was not required.

**FINDING:** The Applicant’s transportation narrative addresses the applicable code criteria, and as conditioned previously, this criteria has been met.

- 2. Street Location, Alignment, Extension, and Grades.**
  - a. All new streets, to the extent practicable, shall connect to the existing street network and allow for the continuation of an interconnected street network, consistent with adopted public facility plans and pursuant to subsection (4) of this section, Transportation Connectivity and Future Street Plans.**
  - b. Specific street locations and alignments shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets.**
  - c. Grades of streets shall conform as closely as practicable to the original (predevelopment) topography to minimize grading.**
  - d. New streets and street extensions exceeding a grade of 15 percent over a distance more than 200 feet, to the extent practicable, shall be avoided. Where such grades are unavoidable, the Planning Commission may approve an exception to the 200-foot standard and require mitigation, such as a secondary access for the subdivision, installation of fire protection sprinkler systems in dwellings, or other mitigation to protect public health and safety.**
  - e. Where the locations of planned streets are shown on a local street network plan, the development shall implement the street(s) as shown on the plan.**
  - f. Where required local street connections are not shown on an adopted City street plan, or the adopted street plan does not designate future streets with sufficient specificity, the development**

*shall provide for the reasonable continuation and connection of existing streets to adjacent developable properties, conforming to the standards of this code and approval of the Public Works Director and/or City Engineer.*

- g. Existing street-ends that abut a proposed development site shall be extended within the development, unless prevented by environmental or topographical constraints, existing development patterns, or compliance with other standards in this code. In such situations, the applicant must provide evidence that the environmental or topographic constraint precludes reasonable street connection.*
- h. Proposed streets and any street extensions required pursuant to this section shall be located, designed, and constructed to allow continuity in street alignments and to facilitate future development of vacant or redevelopable lands.*

**DISCUSSION:** The Applicant proposes to connect to the existing South 9<sup>th</sup> Street public right-of-way that currently abuts the western property line of the proposed subdivision. Thompson Way runs to S. 9<sup>th</sup> St. and meets at a 90-degree intersection. The proposed new street provides an efficient, direct route due to the relatively flat site. The flat topography allows construction of the proposed streets to minimize grading. The applicant will need to provide the City with a 1' reserve strip on the eastern terminus of Thompson Way, in order to preserve the connection of future streets, if further development is added to the east.

**FINDING:** As conditioned further in this staff report, the criterion is met.

- 3. *Rights-of-Way and Street Section Widths. The standards contained in Table 18.85.020.3 are intended to provide for streets of suitable location, width, and design to accommodate expected vehicle, pedestrian, and bicycle traffic; to afford satisfactory access to law enforcement, fire protection, sanitation, and road maintenance equipment; and to provide a convenient and accessible network of streets, avoiding undue hardships to adjoining properties. Where a range of street width or improvement options is indicated, the City Administrator or Planning Commission shall determine requirements based on the advice of a qualified professional and all of the following factors:***
  - a. Street classification and requirements of the roadway authority, if different than the City's street classifications and requirements;*
  - b. Existing and projected street operations relative to applicable standards;*
  - c. Safety of motorists, pedestrians, bicyclists, and transit users, including consideration of accident history;*
  - d. Convenience and comfort for pedestrians, bicyclists, and transit users;*
  - e. Provision of on-street parking;*

- f. **Placement of utilities;**
- g. **Street lighting;**
- h. **Slope stability, erosion control, and minimizing cuts and fills;**
- i. **Surface water management and storm drainage requirements;**
- j. **Emergency vehicles or apparatus and emergency access, including evacuation needs;**
- k. **Transitions between varying street widths (i.e., existing streets and new streets); and**
- l. **Other factors related to public health, safety, and welfare.**

**Table 18.85.020.3**

<b>Width of each of the following (in feet)</b>	<b>Neighborhood/Local</b>		<b>Collector</b>	
	<b>R/W</b>	<b>Street</b>	<b>R/W</b>	<b>Street</b>
<b>Extra R/W</b>	<b>1</b>	–	<b>1</b>	–
<b>Planter or utility</b>	<b>5</b>	–	<b>6</b>	–
<b>Sidewalk</b>	<b>5</b>	–	<b>6</b>	–
<b>Bike lane</b>	–	–	<b>6</b>	<b>6</b>
<b>Parking lane</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>
<b>Travel or turn lane</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>11</b>
<b>Railroad corridor</b>	–	–	–	–
<b>Minimum street width</b>	<b>29</b>		<b>36</b>	
<b>Right-of-way</b>	<b>45-50</b>		<b>60</b>	

\* **All streets shall be improved in accordance with the construction standards and specifications of the applicable roadway authority, including requirements for pavement, curbs, drainage, striping, and traffic control devices. Where a parking strip is provided it shall consist of a planter/utility strip between the sidewalk and the curb or roadway. Where a swale is provided, it shall either be placed between the roadway and sidewalk or behind the sidewalk on private property, subject to City approval and recording of required public drainage way and drainage way maintenance easements. Streets with parking on one side only should be avoided. When used, they must be posted NO PARKING.**

**DISCUSSION:** Thompson Way complies with the local street City Standards, and is not required to provide the City with a planter strip. Sommerville Loop does not comply with the adopted City standards, but other than Lots No. 10, and Lots No. 11, is otherwise not affected by the proposed subdivision. This subdivision is oriented to S. 9<sup>th</sup> St., rather than Sommerville Loop. In order to install the sidewalks, curbs and gutters required for lots No. 10 and 11, the developer will need to culvert the storm ditch on the north side of Sommerville Loop. The developer will not be required to install further parking or other



improvements at this location, but will need to provide detail on the Civil Engineering forms that the City Engineer will approve.

**RECOMMENDED CONDITION NO. 8:** Applicant will provide the engineering detail for the culverting, sidewalk, curbs and gutters, that are required on Sommerville Loop at the time of the Civil Engineering plans being provided to the City Engineer for approval.

There are no streetlights in this vicinity, so for safety requirements, the applicant will be required to add one at the intersection of Thompson Way and S. 9<sup>th</sup> St. Thompson Way includes right-of-way for parking, sidewalks, curbs and gutters, and travel lanes that meet the minimum width standard. This is further conditioned in this staff report.

There are no planting strips along all public street frontages for this subdivision, but the addition of street trees on private property is consistent with City standards. Per HMC 12.20.010(3), the builder as the City’s agent shall be responsible for street tree plantings, and shall add them during the building permit process. Proposed tree species that will be approved are located on the City’s approved tree planting list. The Street Tree fees for this subdivision shall be provided to the City of Harrisburg during the building permit process, and are due when the building permit is picked up.

**RECOMMENDED CONDITION NO. 9:** Builders shall provide street trees in the front yards of lots located in the Sommerville Meadow Subdivision to meet the provisions of HMC 12.20.010(3). The required street tree planting funds shall be provided to the City of Harrisburg, consistent with the provisions of HMC Chapter 12.20, and Council Fee Resolutions at the time of the filing the Development Agreement (DVA).

**FINDING:** As conditioned above, the criterion is met.

- 4. ***Transportation Connectivity and Future Street Plans. The following standards apply to the creation of new streets:***
  - a. ***Intersections. Streets shall be located and designed to intersect as nearly as possible to a right angle. Street intersections shall have a minimum intersection angle of 75 degrees. All legs of an intersection shall meet the above standard for at least 100 feet back from the point of intersection. No more than two streets shall intersect, i.e., creating a four-legged intersection, at any one point. Street jogs and intersection offsets of less than 125 feet are not permitted. Intersections shall be designed to facilitate storm water runoff into City-approved storm water facilities.***
  - ...
  - c. ***Connectivity to Abutting Lands. The street system of a proposed subdivision shall be designed to connect to existing, proposed, and planned streets adjacent to the subdivision. Wherever a proposed development abuts unplatted land or a future***

*development phase of an existing development, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. Street ends shall contain turnarounds constructed to Uniform Fire Code standards, as the City deems applicable, and shall be designed to facilitate future extension in terms of grading, width, and temporary barricades.*

- d. ***Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout the City, subdivisions and site developments shall be served by an interconnected street network, pursuant to the standards in subsections (4)(d)(1) through (4) of this section. Distances are measured from the edge of street rights-of-way. Where a street connection cannot be made due to physical site constraints, approach spacing requirements, access management requirements, or similar restrictions, where practicable, a pedestrian access way connection shall be provided pursuant to Chapter 18.70 HMC.***

- (1) ***Residential zones: minimum of 200-foot block length and maximum of 750-foot length; maximum 2,000-foot block perimeter;***

**DISCUSSION:** The proposed Preliminary Subdivision includes one new intersection. This is a 3-legged intersection with the intersecting streets aligned at generally 90-degree angles. Thompson Way will be a dead-end street. Because there is possible development that can occur on the eastern properties, the developer will be required to provide the City with a reserve strip tract in the final plat process. This is shown on page 36 of the applicants packet, sheet C3.

The proposed new local street complies with the minimum block length and perimeter standards. The block length along Thompson Way measured from the mid-point of S. 9<sup>th</sup> St is about 270-feet, which complies with the 750-foot maximum block length, as well as meeting the 200-foot minimum block length standard. The block bounded by the new local street and Sommerville Loop has a block perimeter of about 1,034'-feet, and the northern block on the north side of Thompson Way has a block perimeter of 716' feet.

**RECOMMENDED CONDITION NO. 10:** The applicant will be required to provide the City with a reserve strip as a separate tract in the final plat. This detail shall be required to be shown in the civil engineering set of plans that the City Engineer will approve.

**FINDING:** As conditioned, the criterion is met.

- 5. ***Engineering Design Standards. Street design shall conform to the standards of the applicable roadway authority; for City streets that is the Engineering/Public Works Design Standards Manual. Where a***

*conflict occurs between this code and the manual, the provisions of the Engineering/Public Works Design Manual shall govern.*

- 6. Fire Code Standards. Where fire code standards conflict with City standards, the City shall consult with the Fire Marshal in determining appropriate requirements. The City shall have the final determination regarding applicable standards.*
- 7. Substandard Existing Right-of-Way. Where an existing right-of-way adjacent to a proposed development is less than the standard width, the Planning Commission may require the dedication of additional rights-of-way at the time of subdivision, partition, or site plan review, to mitigate the impacts of development pursuant to the standards in Table 18.85.020.3.*
- 8. Traffic Calming. The City may require the installation of traffic calming features to mitigate the impacts of development and slow traffic in neighborhoods or commercial areas with high pedestrian traffic.*
- 9. Sidewalks, Planter Strips, and Bicycle Lanes. Except where the City Administrator grants a deferral of public improvements, pursuant to Chapter 19.15 or 19.20 HMC, sidewalks, planter strips, and bicycle lanes shall be installed concurrent with development or widening of new streets, pursuant to the requirements of this chapter. Maintenance of sidewalks and planter strips in the right-of-way is the continuing obligation of the adjacent property owner.*
- 10. Streets Adjacent to Railroad Right-of-Way. When a transportation improvement is proposed within 300 feet of a railroad crossing, or a modification is proposed to an existing railroad crossing, the Oregon Department of Transportation and the rail service provider shall be notified and City design standards required.*
- 11. Street Names. No new street name shall be used which will duplicate or be confused with the names of existing streets in the City of Harrisburg or vicinity.*
- 12. Survey Monuments. Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments have been reestablished and protected.*
- 13. Street Signs. The City shall install all signs for traffic control and street names, which shall conform to existing City design standards and the MUTCD. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required. All required signs must be installed and paid for prior to the issuance of a CO.*
- 14. Streetlight Standards. Streetlights shall be relocated or new lights installed, as applicable, with street improvement projects. Streetlights shall conform to City standards, or the requirements of the roadway authority, if different than the City.*

- 15. **Mailboxes.** *Mailboxes shall conform to the requirements of the United States Postal Service and the State of Oregon Structural Specialty Code.*
- 16. **Street Cross-Sections.** *The final lift of pavement shall be placed on all new constructed public roadways prior to final City acceptance of the roadway unless otherwise approved by the Planning Commission. [Ord. 987 § 1 (Exh. A), 2022.]*

**DISCUSSION:** The proposed Preliminary Subdivision includes public improvements to the currently substandard Sommerville Loop. The proposed improvements will occur within the existing right-of-way, which is of sufficient width to meet City standards. The current Sommerville Loop right-of-way is 60-feet, consistent with HMC Table 18.85.020.3. The dedication of additional right-of-way is not required.

HMC 18.85.020(6) specifies that Fire Code Standards must be met. The City has consulted with the Fire Marshal in determining appropriate requirements. A fire hydrant is shown locate between Lot No. 5 and Lot No. 6. The Fire Marshal concurs with this location. The detail and final location should be included on the privately engineered public improvement construction plans and specifications.

Thompson Way is a new street name that has not been used in Harrisburg. As per HMC 18.85.020 (12), the proposed preliminary plat doesn't include the location and elevation of the closest benchmarks within or adjacent to the site, and will be required to include these in the privately engineered public improvement construction plans and specifications.

A street light is not shown in the preliminary plat, but for safety requirements as included in HMC 18.85.020 (14), is required at the intersection of S. 9<sup>th</sup> St. and Thompson Way. The location and type of street light shall be shown on the privately engineered public improvement construction plans and specifications. The preliminary plat also does not show the location of mailboxes. Mailbox detail shall conform to the requirements of the USPS and the State of Oregon Structural Specialty Code, as required in HMC 18.85.020(15)

**RECOMMENDED CONDITION NO. 11:** At the time of submitting the required privately engineered public improvement construction plans and specifications, the Applicant shall show the location and type of fire hydrant, the location and elevation of the closest benchmarks, the location and type of street light at the intersection of S. 9<sup>th</sup> St. and Thompson Way, as well mailbox detail that conforms to the requirements of the USPS and State of Oregon Structural Specialty Code.

The additional standards are related to operational items (e.g., survey monuments, and street signs, etc.) that will be installed at the time of development. These items are not directly relevant to the Preliminary Subdivision application.

**FINDING:** As conditioned above, the criteria are met.

**8. CRITERION: HMC 18.85.030 Public use areas.**

- 1. **Dedication of Public Use Areas.**
  - a. **Where a proposed park, playground, or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision or the PUZ zone, the City may require the dedication or reservation of this area on the final plat for the subdivision or major plat to mitigate development impacts, provided the open space dedication or reservation is roughly proportionate to the impacts of development on the City park system.**

**DISCUSSION:** The City did not identify the need for a park, playground, or other public use on the project site in the adopted Harrisburg Parks System Plan (October 2022).

**FINDING:** This criterion is not applicable.

**9. CRITERION: HMC 18.85.040 Sanitary sewer and water service improvements.**

- 1. **Sewers and Water Mains Required. All new development requiring land use approval is required to connect to City water and sanitary sewer systems. Sanitary sewer and water system improvements shall be installed to serve each new development and to connect developments to existing mains in accordance with the adopted facility master plans and applicable engineering/public works design standards. Where streets are required to be stubbed to the edge of the subdivision, sewer and water system improvements and other utilities shall also be stubbed with the streets, except as approved by the City Engineer where alternate alignment(s) are provided consistent with the adopted public facility master plan.**

**DISCUSSION:** As shown on the preliminary plat on Page 35 of the applicant’s packet, the proposed Preliminary Subdivision connects to the available sanitary sewer and water service lines in the abutting rights-of-way. The proposal includes an 8-inch sanitary sewer line and laterals to each lot through the proposed Thompson Way. Both lines connect to the existing sanitary sewer main in S. 9<sup>th</sup> St. Lots 9 and 10 will be connected to existing stub-outs provided when S. 9<sup>th</sup> St. was extended. Lot No. 11 does have sewer service.

The proposal includes a 6-inch water line that is looped through Thompson Way, and connects to the S. 9<sup>th</sup> St. lines. There are existing water stubouts to Lot 9 and 10. Lot No. 11 has never been attached to the City’s water system. Per HMC 13.15.040, this development will require that the water connection is made within a six-month period. A water connection fee and meter drop fee will be required, but the property will not be charged for SDC’s, as they are only applicable to older homes on Sommerville Loop if they were constructed in 1996 or later.

**RECOMMENDED CONDITION NO. 12:** Lot No. 11 does not have water services at this time, and must be connected to the water system prior to the Final Plat submission, or a period of six months from the date of approval of this preliminary plat, whichever comes first. This will require that connection fee and meter drop fees be paid by the developer, and that a backflow device be installed through a standard plumbing permit.

**FINDING:** The proposed Preliminary Subdivision connects to City water and sewer systems, and as conditioned, Lot No. 11 will also come into compliance. As conditioned, the criterion is met.

**10. CRITERION: HMC 18.85.050 Storm drainage and surface water management facilities.**

- 1. General Provisions. The City shall issue a development permit only where adequate provisions for storm water runoff have been made in conformance with a 25-year storm plan. All applications for developments that increase impervious surface must submit a specific storm water plan with their application unless waived by the City Engineer.**

**DISCUSSION:** The Applicant has proposed a stormwater management plan that includes on-site drainage for the street, with an additional storm detention system which will be located on Lot. No. 10. (See Tentative Composite Utility Plan, on page 36 of the applicant’s packet). The application materials also include a 25-year Storm Plan, starting on page 6 of the application packet, which has been prepared by a licensed professional engineer.

In reviewing the Applicant’s Preliminary Drainage Report, the City Engineer determined that the calculations resulting in the detention pond is approvable, but a different type of storm detention system (pond/filter) is required by the City. This will result in a potentially safer detention system, that will result in less maintenance to the City and be less of a visual hindrance. The City Engineer will work with the applicants engineer to submit a detention system that Harrisburg is familiar with.

In addition, the City Engineer has indicated that the roof drainage of new homes should be piped to the storm system through weepholes in the curbs, and should be detained in the proposed detention system. He has also asked that a detailed site grading plan demonstrating drainage patterns including rear yards be submitted. This will help in working with the 20’ drainage easement located on the north of the lots abutting the Max Hammer subdivision.

**RECOMMENDED CONDITION NO. 13:** The applicant shall provide and show that the roof drainage for future homes should be piped to the storm system through weepholes in the curbs, and should be detained in the storm detention system. The applicant must also work with the City Engineer to determine a

different detention device, such as a storm detention pond, that can be used for storage of storm water. As previously conditioned, the stormwater detention area will need to be landscaped, and fenced. All changes shall be reviewed and approved by the City Engineer, and will be shown on the privately engineered public improvement construction plans and specifications.

**FINDING:** The proposed storm drainage and surface water management facilities as conditioned comply with the City standards. The criterion is met.

**11. CRITERION: HMC 18.85.060 Utilities.**

The following standards apply to new development where extension of electric power, natural gas or communication lines is required:

1. **General Provision.** The developer of a property is responsible for coordinating the development plan with the applicable utility providers and paying for the extension and installation of utilities not otherwise available to the subject property.
2. **Underground Utilities.**
  - a. **General Requirement.** The requirements of the utility service provider shall be met. All utility lines in new subdivisions, including, but not limited to, those required for electric, communication, lighting, and related facilities, shall be placed underground, except where the City Administrator or Planning Commission determines that placing utilities underground would adversely impact adjacent land uses. The City Administrator or Planning Commission may require screening and buffering of aboveground facilities to protect the public health, safety, or welfare.
  - b. **Subdivisions and Partitions.** In order to facilitate underground placement of utilities, the following additional standards apply to all new subdivisions:
    - (1) The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that no aboveground equipment obstructs vision clearance areas for vehicular traffic, per Chapter 18.70 HMC, Access and Circulation.
    - (2) The City Engineer reserves the right to approve the location of all surface-mounted facilities.
    - (3) All underground utilities installed in streets must be constructed and approved by the applicable utility provider prior to the surfacing of the streets.
    - (4) Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.
3. **Exception to Undergrounding Requirement.** The City or Planning Commission may grant exceptions to the undergrounding standard

**where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical. [Ord. 987 § 1 (Exh. A), 2022.]**

**DISCUSSION:** The Applicant proposes to place all utilities underground in compliance with the criterion. The Utility Plan (Pg 36, Sheet C3 of the applicant’s packet) does not provide information on utilities, beyond those utilities previously listed (water, sewer, stormwater) or the location of surface-mounted facilities.

The Applicant has not requested an exception to the undergrounding requirement.

**RECOMMENDED CONDITION NO. 14:** In accordance with the requirements of HMC 18.85.060(2)(b), all utilities shall be placed underground prior to the issuance of the first building permit.

**FINDING:** As conditioned, the criterion can be met.

**12. CRITERION: HMC 18.85.070 Easements.**

1. ***Provision. The developer shall coordinate with the City and applicable utility providers in meeting the needs of each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.***
2. ***Standards. Utility easements shall conform to the requirements of the utility service provider. All other easements shall conform to the City of Harrisburg engineering design standards/public works design standards.***
3. ***Recordation. All easements for sewers, storm drainage and water quality facilities, water mains, electric lines, natural gas lines, or other utilities shall be recorded and referenced on a survey or final plat, as applicable.***

**DISCUSSION:** The Applicant has provided a Tentative Plat (sheet 36 of the application) that show the dimensions and locations of proposed public utility easements along the street frontage of each proposed lot. There is also a proposed 20-foot wide storm drainage easement located on the north side of Lots 1 through 4.

**RECOMMENDED CONDITION NO. 15:** All proposed easements shall be provided at the time of Final Plat application submittal. The proposed easements shall be referenced on the final plat and recorded accordingly.

**FINDING:** As conditioned, the criterion is met.

**13. CRITERION: HMC 18.85.080 Construction Plan Approval.**



**No development, including sanitary sewers, water, streets, utilities, parking areas, buildings, or other development, shall be undertaken without plans having been approved by the City of Harrisburg, permit fees paid, and permits issued. Permit fees are required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. Permit fees are as set by City Council resolution.**

**DISCUSSION:** The Applicant has acknowledged and is aware of these criteria that will be applied through the development process following the current application for Preliminary Subdivision approval and subsequent application for Final Plat approval.

**RECOMMENDED CONDITION NO. 16:** The Applicant shall acquire all required permits, including but not limited to those related to demolition (if applicable) and site preparation, building, electrical, mechanical, and plumbing, before beginning construction of different project components, as required by HMC Title 15.

**FINDING:** As conditioned, this criterion is met.

**14. CRITERION: HMC 18.85.090 Facility Installation.**

- 1. Conformance Required. Improvements installed by the developer, either as a requirement of these regulations or at the developer’s option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.**

**DISCUSSION:** The Applicant has acknowledged and is aware of these criteria that will be applied through the development process following the current application for Preliminary Subdivision approval and subsequent application for Final Plat approval.

**RECOMMENDED CONDITION NO. 17:** The Applicant shall provide an acceptable plan for the installation of items provided in design specifications, including but not limited to the number, type and location of fire hydrants, manholes, sidewalks, street signs and mail receptacles. These items shall be provided to the City Engineer prior to starting construction of the infrastructure of this subdivision.

**FINDING:** As conditioned, this criterion is met.

**15. CRITERION: HMC 18.85.100 Performance guarantee and warranty.**

- 1. Performance Guarantee Required. The City at its discretion may approve a final plat or building permit when it determines that at least 50 percent of the public improvements required for the site development or land division, or phase thereof, are complete and the applicant has**

**posted an acceptable assurance of performance bond for the balance of said improvements.**

**DISCUSSION:** The Applicant has acknowledged and is aware of these criteria that will be applied through the development process following the current application for Preliminary Subdivision approval and subsequent application for Final Plat approval. The City’s current policy is that 100% of the public improvements are complete before allowing construction to start.

**DEVELOPMENT CONSIDERATION NO. 1:** A separate Development Agreement (DVA) between Applicant and the City of Harrisburg will be required before any construction begins. The Development Agreement will include bond and deposit requirements, as well as other engineering requirements.

**FINDING:** As conditioned, this criterion is met.

**16. FINAL CONSIDERATIONS**

**DISCUSSION:** The applicant has proposed that the existing shop and home be separated into Lot No. 10 and Lot No. 11. In this case, the Shop is now non-conforming, as an accessory structure can’t be the primary structure on a property in a residential zone. As such, the owner of Tax Lot No. 10 may not use the shop for storage of anything, without a building permit being submitted for a residential dwelling on the property. Any owner that uses this shop without following these requirements will be warned by the City, and then will be cited if required. The size of the accessory structure is also legal non-conforming, as an accessory structure this large would only be allowed to accompany a very large house. A future builder owner can choose to use this structure as their garage, or may choose to build a new one on the property meeting City Standards. A paved parking pad and driveway will be required, as accessed from S. 9<sup>th</sup> St.

**DEVELOPMENT CONSIDERATION NO. 2:** The developer must inform any buyer of Lot No. 10 that they may not use the shop for storage until/unless a new residential dwelling is submitted for the building permit process. If the owner wishes to use the accessory structure as a garage, then it must come into compliance by the addition of a paved parking pad, and paved driveway accessed from S. 9<sup>th</sup> St.

**DISCUSSION:** Lot No. 11 is non-conforming, as the removal of the shop to another lot, creates a residential use with no garage or carport. The garage or carport is required to be a minimum size of 18’ x 12’, with a paved parking pad in front of it that is the same size. A garage/carport (requires a building permit), and paved parking pad, must be constructed and completed before any other building permit is submitted to the City for this subdivision.

**DEVELOPMENT CONSIDERATION NO. 3:** The applicant must construct a minimum sized garage/carport with paved parking pad prior to the City allowing any other building permit to be submitted in this subdivision.

**CONCLUSIONS**

The applicant requests approval of the Sommerville Meadows Subdivision, Type III land use application. As demonstrated by the above discussion, analysis and findings, the application, as conditioned, complies with the applicable criteria from the Harrisburg Municipal Code.

**PLANNING COMMISSION ACTION**

The Planning Commission has three options with respect to the subject applications. They can:

- 1. Approve the request;
- 2. Approve the request with conditions; or
- 3. Deny the request.

Based upon the criteria, discussion, and findings of facts above, staff recommends the Planning Commission **Approve with Conditions** the Preliminary Subdivision Plat and Adjustment applications.

**RECOMMENDED MOTION(S)**

Consistent with staff’s recommendation to the Planning Commission above, the motion at the top of this staff report should apply to this land use request.

**RECOMMENDED CONDITIONS OF APPROVAL**

**CONDITION NO.1:** The Applicant shall provide to the Linn County surveyor the proposed subdivision plat name to verify the plat name is not already recorded for another subdivision and that it satisfies the provisions of ORS Chapter 92.

**CONDITION NO. 2:** The applicant and the City of Harrisburg shall enter into a mutual agreement for the placement and completion of all required infrastructure and utilities, including permanent access and maintenance easement for the storm drain detention area by the City with funding assistance provided by the applicant

**CONDITION NO. 3:** The applicant must provide a copy of the approved DEQ 1200-C Report to the City, prior to construction beginning on the site.

**CONDITION NO. 4:** The developer will be required to wrap the sidewalk, curbs and gutters around to the Sommerville Loop side of the property, to the

southeastern corner of Lot No. 10. During this process, the driveway on the southwest corner must be discontinued, as it is in a dangerous location.

**CONDITION NO. 5:** The developer will be required to bring Lot No. 11 up to code, as it is currently non-conforming. This triggers other development requirements, which will be addressed later in this report. Curbs, gutters and sidewalks will be required from the southwestern corner to the southeastern corner of Lot. No. 11, and the developer must also pave the first 25' of each leg of the circle driveway. The developer can choose to discontinue a portion of the driveway in order to limit paving requirements, but must determine which section of driveway will be considered primary, as access across the curbs, gutters and sidewalks will only be allowed for the primary driveway.

**CONDITION NO. 6:** The developer has shown an emergency turnaround easement on Lots No. 4 and 5. These easements must be paved, and be able to withstand 75,000 lbs. of emergency vehicle. The deed for lots 4 and 5 should state that the homeowners are not allowed to park on these approaches, but may use them as a driveway to the back of their property, or to a gravel pad used to store a RV. The developer shall add a small sign to the landscaping in this area at the time that the building permit is issued that states no parking in this area.

**CONDITION NO. 7:** The applicant shall provide the City with a plan for a fence, and plantings for a standard detention pond as required by the City Engineer in the detail provided in the public improvements plan set. (Civil Engineering)

**CONDITION NO. 8:** Applicant will provide the engineering detail for the culverting, sidewalk, curbs and gutters, that are required on Sommerville Loop at the time of the Civil Engineering plans being provided to the City Engineer for approval.

**CONDITION NO. 9:** Builders shall provide street trees in the front yards of lots located in the Sommerville Meadow Subdivision to meet the provisions of HMC 12.20.010(3). The required street tree planting funds shall be provided to the City of Harrisburg, consistent with the provisions of HMC Chapter 12.20, and Council Fee Resolutions at the time of the filing the Development Agreement (DVA).

**CONDITION NO. 10:** The applicant will be required to provide the City with a reserve strip as a separate tract in the final plat. This detail shall be required to be shown in the civil engineering set of plans that the City Engineer will approve.

**CONDITION NO. 11:** At the time of submitting the required privately engineered public improvement construction plans and specifications, the Applicant shall show the location and type of fire hydrant, the location and elevation of the closest benchmarks, the location and type of street light at the intersection of S.

9<sup>th</sup> St. and Thompson Way, as well mailbox detail that conforms to the requirements of the USPS and State of Oregon Structural Specialty Code.

**CONDITION NO. 12:** Lot No. 11 does not have water services at this time, and must be connected to the water system prior to the Final Plat submission, or a period of six months from the date of approval of this preliminary plat, whichever comes first. This will require that connection fee and meter drop fees be paid by the developer, and that a backflow device be installed through a standard plumbing permit.

**CONDITION NO. 13:** The applicant shall provide and show that the roof drainage for future homes should be piped to the storm system through weepholes in the curbs, and should be detained in the storm detention system. The applicant must also work with the City Engineer to determine a different detention device, such as a storm detention pond, that can be used for storage of storm water. As previously conditioned, the stormwater detention area will need to be landscaped, and fenced. All changes shall be reviewed and approved by the City Engineer, and will be shown on the privately engineered public improvement construction plans and specifications

**CONDITION NO. 14:** In accordance with the requirements of HMC 18.85.060(2)(b), all utilities shall be placed underground prior to the issuance of the first building permit.

**CONDITION NO. 15:** All proposed easements shall be provided at the time of Final Plat application submittal. The proposed easements shall be referenced on the final plat and recorded accordingly.

**CONDITION NO. 16:** The Applicant shall acquire all required permits, including but not limited to those related to demolition (if applicable) and site preparation, building, electrical, mechanical, and plumbing, before beginning construction of different project components, as required by HMC Title 15.

**CONDITION NO. 17:** The Applicant shall provide an acceptable plan for the installation of items provided in design specifications, including but not limited to the number, type and location of fire hydrants, manholes, sidewalks, street signs and mail receptacles. These items shall be provided to the City Engineer prior to starting construction of the infrastructure of this subdivision.

**OTHER DEVELOPMENT CONSIDERATIONS** (*Informational Only*)

**DEVELOPMENT CONSIDERATION NO. 1:** A separate Development Agreement (DVA) between Applicant and the City of Harrisburg will be required before any construction begins. The Development Agreement will include bond and deposit requirements, as well as other engineering requirements

**DEVELOPMENT CONSIDERATION NO. 2:** The developer must inform any buyer of Lot No. 10 that they may not use the shop for storage until/unless a new residential dwelling is submitted for the building permit process. If the owner wishes to use the accessory structure as a garage, then it must come into compliance by the addition of a paved parking pad, and paved driveway accessed from S. 9<sup>th</sup> St.

**DEVELOPMENT CONSIDERATION NO. 3:** The applicant must construct a minimum sized garage/carport with paved parking pad prior to the City allowing any other building permit to be submitted in this subdivision.

**DEVELOPMENT CONSIDERATION NO. 4:** Submission of Final Plat – Applicant shall submit a Final Plat application consistent with HMC 19.20.090 within two years of the final approval of the preliminary plat.

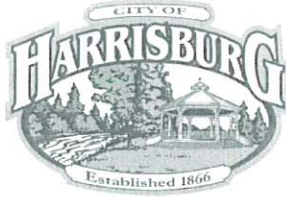
**DEVELOPMENT CONSIDERATION NO. 5:** Development shall comply with the plans and narrative in the applicant’s proposal, except where modified by the recommended conditions of approval.

**DEVELOPMENT CONSIDERATION NO. 6:** If there are any wells on the property that will not be used, they shall be properly abandoned by a licensed well driller.

**DEVELOPMENT CONSIDERATION NO. 7:** Requirements herein imposed upon the Applicant may be imposed upon a developer or builder if the developer or builder has accepted the responsibility in a written document, and the City of Harrisburg is satisfied that it will not have any adverse impact on bonding requirements or other guarantees of compliance.

**DEVELOPMENT CONSIDERATION NO. 8:** All public improvements, including but not limited to, traffic control devices, detailed storm detention and conveyance system, sanitary sewer conveyance system, water distribution system, and roadway design details, are subject to review and approval under a future review of the privately engineered public improvement construction plans and specifications. The privately engineered public improvement construction plans and specifications need to be complete and approved before any construction starts on the project.

**DEVELOPMENT CONSIDERATION NO. 9:** At the time of Final Plat and development permit application submittals, all documents need to be stamped and signed by applicable licensed professionals, including but not limited to architectural, engineering, and landscape plans and technical reports and memorandums like the Storm Drainage Report and Sight Distance Memorandum.



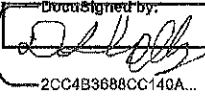
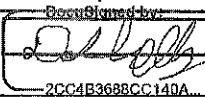
City of Harrisburg  
 120 Smith Street  
 Harrisburg, OR 97446  
 Phone (541) 995-6655  
[www.ci.harrisburg.or.us/planning](http://www.ci.harrisburg.or.us/planning)

**LAND USE APPLICATION**

STAFF USE ONLY	
File Number: <u>459-2024</u>	Date Received: <u>8-15-24</u>
Fee Amount: <u>27,635 : 8001197 8-15-24</u>	

APPLICATION TYPE	
<input type="checkbox"/> Annexation*	<input type="checkbox"/> Property Line Adjustment
<input type="checkbox"/> Comprehensive Plan Amendment*	<input type="checkbox"/> Partition/Replat*      Minor      Major
<input type="checkbox"/> Conditional Use Permit*	<input type="checkbox"/> Site Plan Review*
<input type="checkbox"/> Historic Permit*	<input type="checkbox"/> Site Plan Review – Parking Only
<input type="checkbox"/> Resource Alteration	<input checked="" type="checkbox"/> Subdivision/Replat*
<input type="checkbox"/> Resource Demolition	<input type="checkbox"/> Vacation of street, alley or easement
<input type="checkbox"/> Historic Review – District	<input type="checkbox"/> Variance*
<input type="checkbox"/> Legal Lot Determination	<input type="checkbox"/> Zone Map Change*
<input type="checkbox"/> *A Pre-Application Conference with City Staff is Required	<input type="checkbox"/> Zoning Ordinance Text Amendment*

PLEASE PROVIDE A BRIEF SUMMARY OF THE PROPOSAL	
Project Description	Creation of 11-lot single family residential subdivision
Project Name	Sommerville Meadows

PRIMARY CONTACT AND OWNER INFORMATION	
Applicant's Name	Doug Shelley
Phone	(541) 914-7091
Email	regalhomesbys shelley@gmail.com
Mailing Address	1163 Spruce St, Junction City, OR 97448
Applicant's Signature	 Date 2/23/24
Property Owner Name	Regal Homes by Shelly Inc
Phone	(541) 914-7091
Email	regalhomesbys shelley@gmail.com
Mailing Address	1163 Spruce St, Junction City, OR 97448
Owner Signature	 Date 2/23/24
*If more than one property owner is involved, provide a separate attachment listing each owner or legal representative and their signature.	

PROPERTY DESCRIPTION (general vicinity, side of street, distance to intersection, etc.)	
Street Address	915 Sommerville Loop, Harrisburg, OR 97446
General Location Description	NE corner of Sommerville Lp and S 9th St
Assessor's Map Number(s)	Related Tax Lot(s)
Map # 15S04W15 CA	Tax Lot(s) # 03200
The Assessor's Map Number (Township, Section and Range) and the Tax Lot Number (parcel) can be found on your tax statement, at the Linn County Assessor's Office, or online at <a href="http://linn-web.co.linn.or.us/propertywebquerypublic/">http://linn-web.co.linn.or.us/propertywebquerypublic/</a>	
Lot Area	2.30 acres ✓



**LAND USE AND OVERLAY ZONES**

Existing Zone(s)

Existing Comprehensive Plan Designation(s)

Please select any of the following zone overlays or natural areas that apply to the subject site:

- Historic Overlay     
  Willamette River Greenway     
  Floodplain  
 Riparian Corridors     
  Wetlands

\*Please include a discussion in the project narrative indicating how these overlays affect your proposal. For more information about any of these overlays, please contact the City Planner at (541) 995-6655.

**CHECK THE BOX NEXT TO INCLUDED EXHIBITS**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Narrative* (address all applicable HMC review criteria) | <input type="checkbox"/> Architectural Elevations        |
| <input type="checkbox"/> Assessor's Map with Applicable Tax Lots Highlighted                | <input type="checkbox"/> Architectural Floor Plans       |
| <input checked="" type="checkbox"/> Site Plan   | <input type="checkbox"/> Utilities Plan                  |
| <input type="checkbox"/> Survey / ALTA  | <input type="checkbox"/> Geotechnical Report/Site        |
| <input type="checkbox"/> Aerial Photograph / Existing Land Use(s) Map                       | <input type="checkbox"/> Assessment                      |
| <input type="checkbox"/> Zoning Map (if applicable, show proposed change(s))                | <input type="checkbox"/> Electronic Versions of Exhibits |
| <input type="checkbox"/> Comprehensive Plan Map(s) (if applicable, show proposed changes))  | <input type="checkbox"/> Application Fee                 |
| <input type="checkbox"/> Subdivision or Partition Plat                                      | <input type="checkbox"/> Other                           |

\*A written narrative is required for all application types. Typical drawings sizes are 24"X36", 11"X17", or 8.5"X11". Sizes of required drawings will depend on the type and scope of applications involved. Contact the City Planner to verify requirements. On your plans, include the following: property lines, points of access for vehicles, pedestrians, and bicycles, water courses, any natural features (wetlands, floodplain, etc.), existing and proposed streets and driveways, parking areas, utilities, pedestrian and bike paths, and existing easements. Please note there are additional specific graphic and narrative requirements for each application type. Refer to the Harrisburg Municipal Code for more information.

A Pre-application Conference is Required with City Staff prior to turning in your land use application. Please contact the City Administrator, or City Recorder/Assistant City Administrator to make an appointment. Date of Appointment:

**PLEASE TELL US MORE ABOUT THE PROPOSAL AND ITS SITE**

1. Are there existing structures on the site?  Yes  No If yes, please explain

Existing house and shop that are proposed to remain

2. Indicate the uses proposed and describe the intended activities:

Creation of a 11-lot residential subdivision

3. How will open space, common areas and recreational facilities be maintained?

Common areas will be maintained through a Homeowner's Association

4. Are there previous land use approvals on the development site?  Yes  No  
If yes, please include a discussion in the project narrative describing how the prior approvals impact your proposal.

5. Have you reviewed the Oregon Fire Code Applications Guide in relation to your land use request?  Yes  No Do you have questions about any element of these requirements? If yes, please explain:

**AUTHORIZATION FOR STAFF & DECISION MAKERS TO ENTER LAND**

City staff, Planning Commissioners, and City Councilors are encouraged to visit the sites of proposed developments as part of their review of specific land use applications. Decision maker site visits are disclosed through the public hearing process. Please indicate below whether you authorize City staff and decision makers to enter onto the property(-ies) associated with this application as part of their site visits.

I authorize City staff and decision makers to enter onto the property(-ies) associated with this application.

I do not authorize City decision makers to enter onto the property(-ies) associated with this application.

# SOMMERVILLE MEADOWS SUBDIVISION STORMWATER NARRATIVE

July 5, 2024

## PRE-DEVELOPMENT SITE CHARACTERISTICS

The subject property is a 2.30-acre lot at the northeast corner of Sommerville Loop and S 9<sup>th</sup> St; more specifically identified as TL 15S04W15CA03200. A single-family residence currently exists on site, which is proposed to remain. A storage space also exists on-site, and is proposed to remain. The site is generally flat and NRCS soil classification maps identify this site as having Class D soils.

## POST-DEVELOPMENT SITE CHARACTERISTICS + FACILITY SIZING

The development proposal is for an 11-lot residential subdivision with a public street running east-west through the property. The site will be graded to direct street runoff into a stormwater planter where it will be treated and detained on-site. The City of Harrisburg uses a 25-year storm for its flood control standards, which the facility will be sized for. For larger events, an overflow will be piped to the existing public stormwater system on side of the property. The facility has been sized only to detain runoff from the public street. Runoff from individual lots will be mitigated on-site at the time of building permit.

Based on runoff rates from NRCS’s Technical Release 55 Urban Hydrology for Small Watersheds Manual, a runoff curve number of 84 was used for pre-development conditions due to poor soil conditions. For post-development conditions, a curve number of 98 was used.

The following tables demonstrate that the routed peak runoff rate has been reduced to pre-development rates. See attached hydrograph report for further details.

STORMWATER FACILITY			
<i>EVENT</i>	<i>PRE-DEV PEAK FLOW (CFS)</i>	<i>POST-DEV PEAK FLOW (CFS)</i>	<i>ROUTED PEAK FLOW (CFS)</i>
5-Year	0.12	0.21	<b>0.12</b>
10-Year	0.17	0.27	<b>0.17</b>
25-Year	0.21	0.31	<b>0.21</b>

## OPERATIONS AND MAINTENANCE

The proposed stormwater facility is to be publicly owned and maintained. The facility will be located within a public stormwater easement located on the south side of Lot 10.

ATTACHED DOCUMENTS

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1. Stormwater Facility Hydraflow Report
2. Stage Storage Curve
3. Stage Discharge Curve



EXPIRES: 12/31/25

# Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

3  
2.

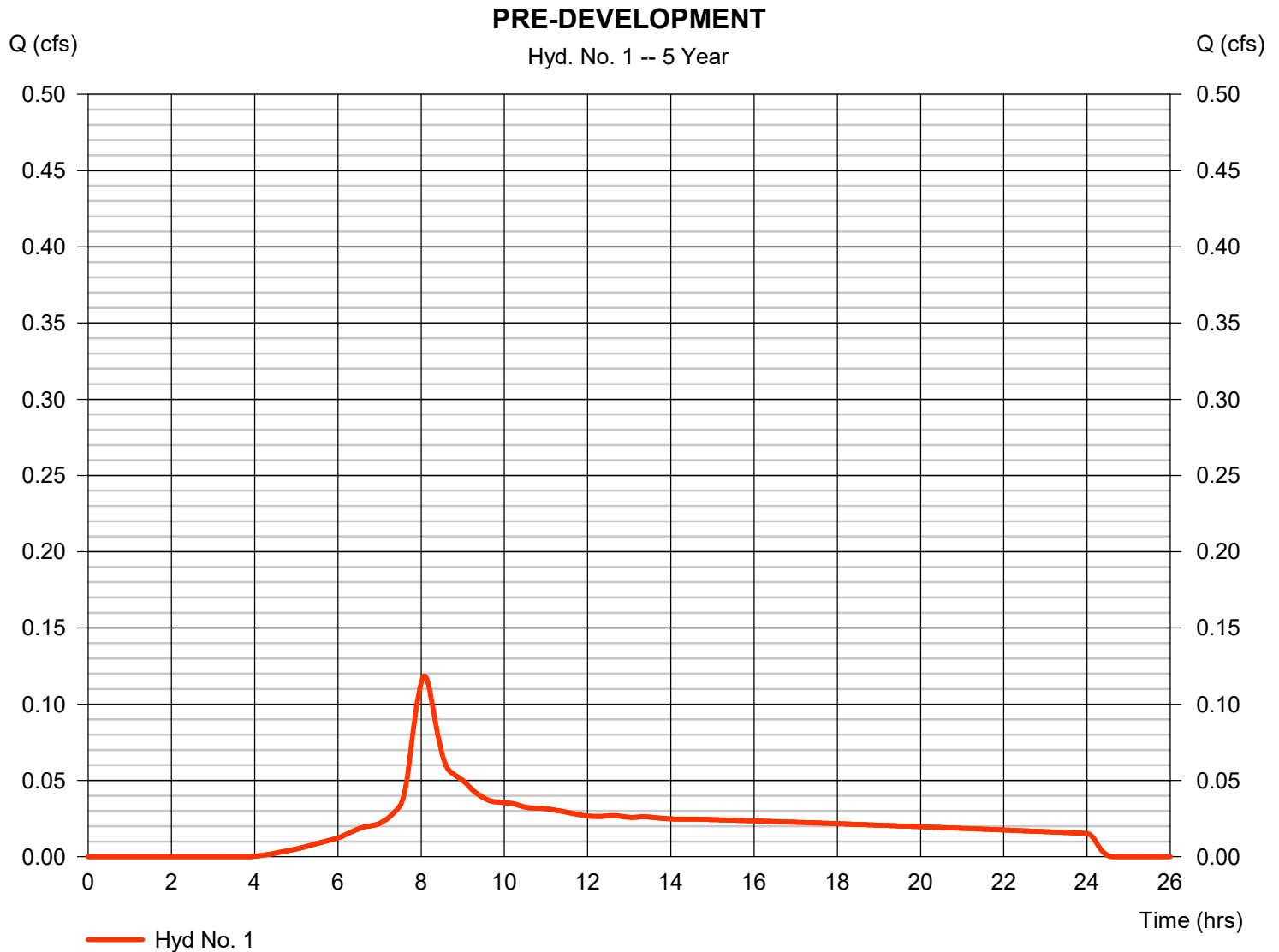
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	0.118	2	484	1,868	----	----	----	PRE-DEVELOPMENT
2	SCS Runoff	0.214	2	474	3,055	----	----	----	POST-DEVELOPMENT
3	Reservoir	0.124	2	492	2,946	2	315.84	503	ROUTED
Sommerville.gpw					Return Period: 5 Year		Friday, 07 / 5 / 2024		Page 45

# Hydrograph Report

## Hyd. No. 1

### PRE-DEVELOPMENT

Hydrograph type	= SCS Runoff	Peak discharge	= 0.118 cfs
Storm frequency	= 5 yrs	Time to peak	= 8.07 hrs
Time interval	= 2 min	Hyd. volume	= 1,868 cuft
Drainage area	= 0.250 ac	Curve number	= 84
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= TR55	Time of conc. (Tc)	= 22.20 min
Total precip.	= 3.60 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484



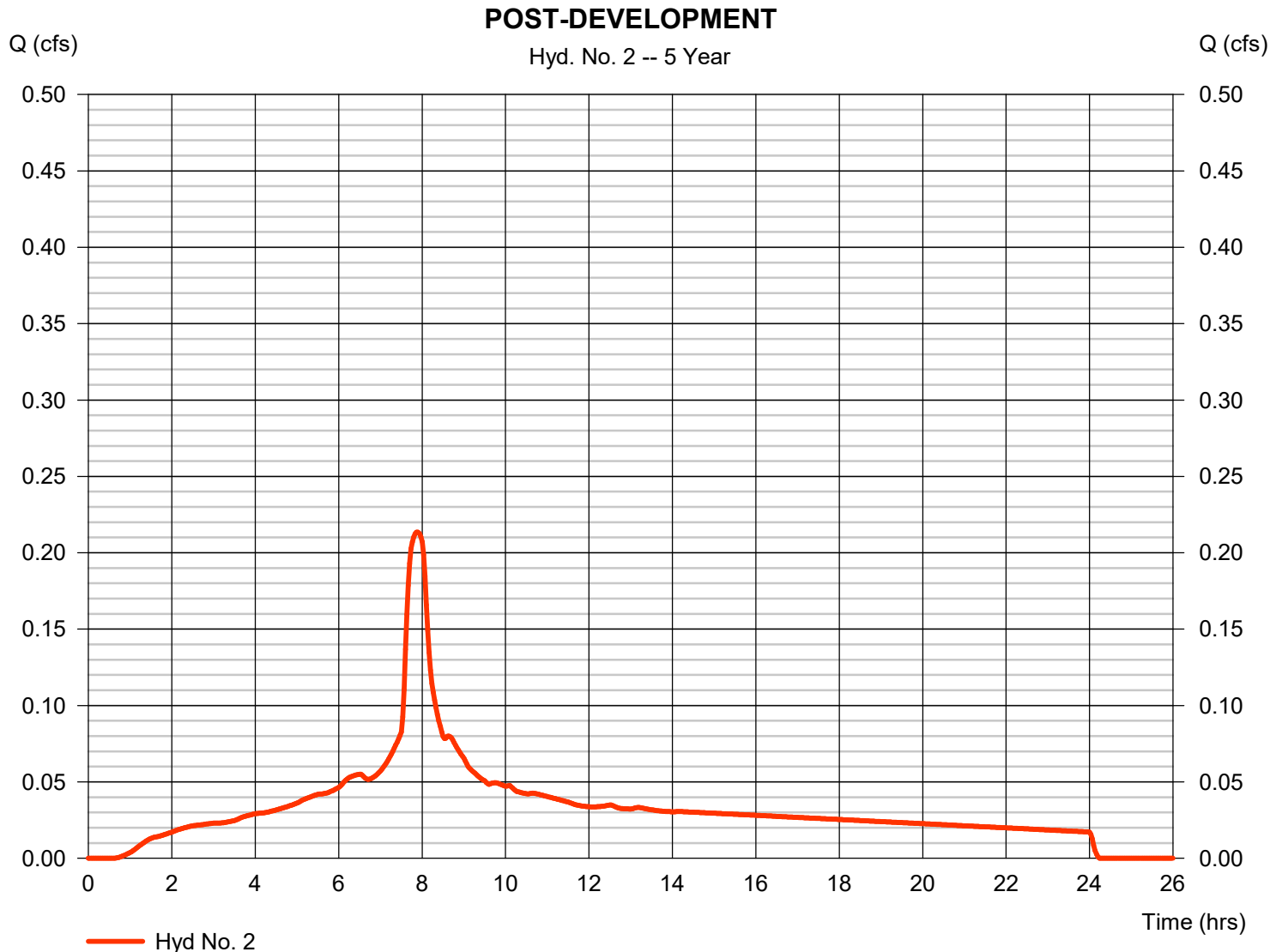
# Hydrograph Report

## Hyd. No. 2

### POST-DEVELOPMENT

Hydrograph type	= SCS Runoff	Peak discharge	= 0.214 cfs
Storm frequency	= 5 yrs	Time to peak	= 7.90 hrs
Time interval	= 2 min	Hyd. volume	= 3,055 cuft
Drainage area	= 0.250 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= TR55	Time of conc. (Tc)	= 7.10 min
Total precip.	= 3.60 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

\* Composite (Area/CN) = [(0.140 x 98) + (1.290 x 90)] / 0.250



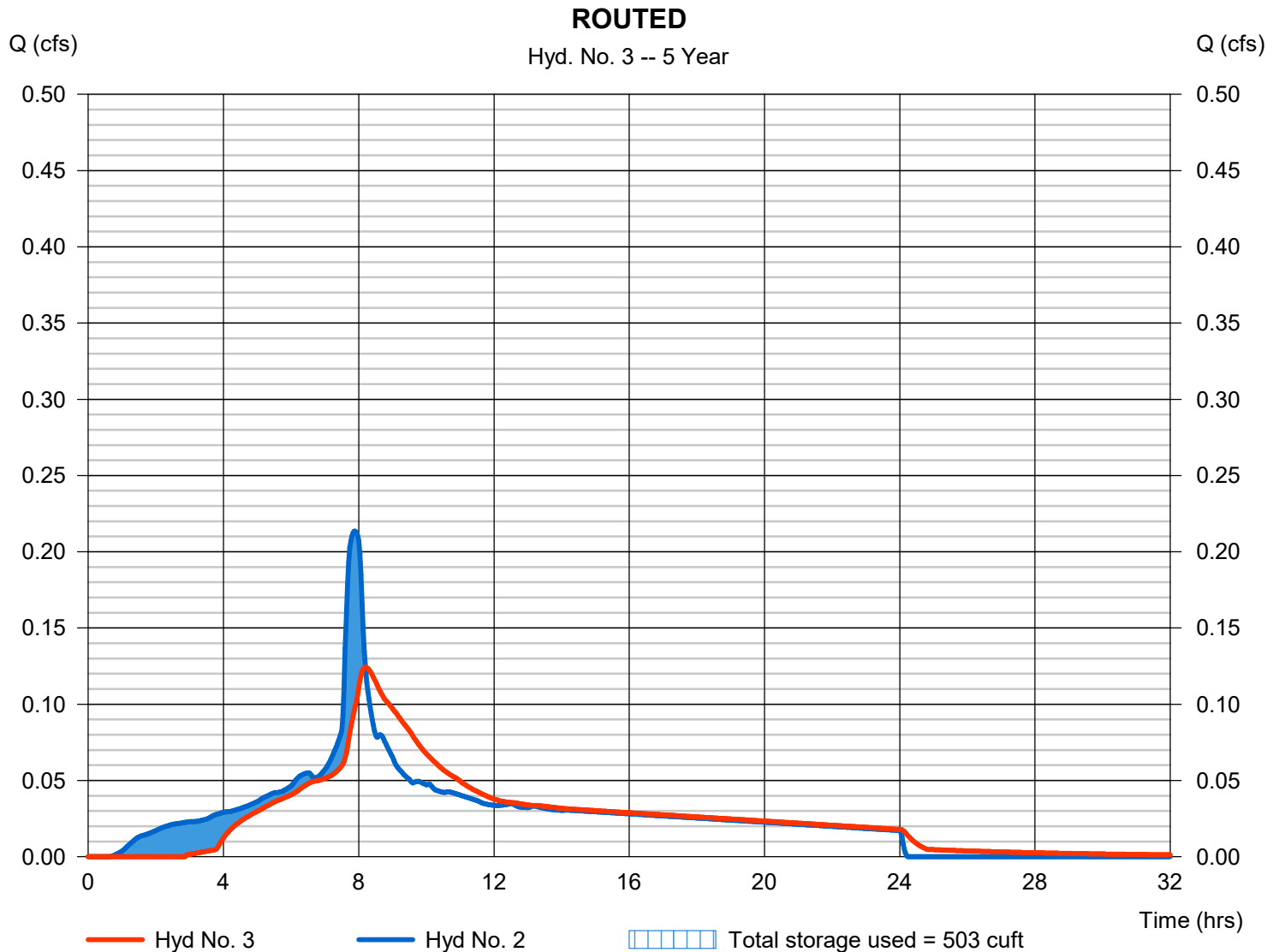
# Hydrograph Report

## Hyd. No. 3

ROUTED

Hydrograph type	= Reservoir	Peak discharge	= 0.124 cfs
Storm frequency	= 5 yrs	Time to peak	= 8.20 hrs
Time interval	= 2 min	Hyd. volume	= 2,946 cuft
Inflow hyd. No.	= 2 - POST-DEVELOPMENT	Max. Elevation	= 315.84 ft
Reservoir name	= STORM FACILITY	Max. Storage	= 503 cuft

Storage Indication method used.





# Pond Report

## Pond No. 1 - STORM FACILITY

### Pond Data

**Contours** -User-defined contour areas. Average end area method used for volume calculation. Beginning Elevation = 315.00 ft

### Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	315.00	600	0	0
1.50	316.50	600	900	900

### Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 2.50	2.50	Inactive	Inactive
Span (in)	= 2.50	2.50	6.00	0.00
No. Barrels	= 1	1	1	0
Invert El. (ft)	= 315.25	315.80	396.50	0.00
Length (ft)	= 0.00	0.00	0.00	0.00
Slope (%)	= 0.00	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

### Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	Inactive	Inactive	Inactive	Inactive
Crest El. (ft)	= 0.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= Rect	---	---	---
Multi-Stage	= No	No	No	No
Exfil.(in/hr)	= 0.000 (by Contour)			
TW Elev. (ft)	= 0.00			

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).

### Stage / Storage / Discharge Table

Stage ft	Storage cuft	Elevation ft	Civ A cfs	Civ B cfs	Civ C cfs	PrfRsr cfs	Wr A cfs	Wr B cfs	Wr C cfs	Wr D cfs	Exfil cfs	User cfs	Total cfs
0.00	0	315.00	0.00	0.00	0.00	---	---	---	---	---	---	---	0.000
0.15	90	315.15	0.00	0.00	0.00	---	---	---	---	---	---	---	0.000
0.30	180	315.30	0.00 ic	0.00	0.00	---	---	---	---	---	---	---	0.005
0.45	270	315.45	0.05 ic	0.00	0.00	---	---	---	---	---	---	---	0.051
0.60	360	315.60	0.08 ic	0.00	0.00	---	---	---	---	---	---	---	0.081
0.75	450	315.75	0.10 ic	0.00	0.00	---	---	---	---	---	---	---	0.103
0.90	540	315.90	0.12 ic	0.02 ic	0.00	---	---	---	---	---	---	---	0.139
1.05	630	316.05	0.14 ic	0.06 ic	0.00	---	---	---	---	---	---	---	0.200
1.20	720	316.20	0.15 ic	0.09 ic	0.00	---	---	---	---	---	---	---	0.240
1.35	810	316.35	0.16 ic	0.11 ic	0.00	---	---	---	---	---	---	---	0.273
1.50	900	316.50	0.18 ic	0.13 ic	0.00	---	---	---	---	---	---	---	0.302

# Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

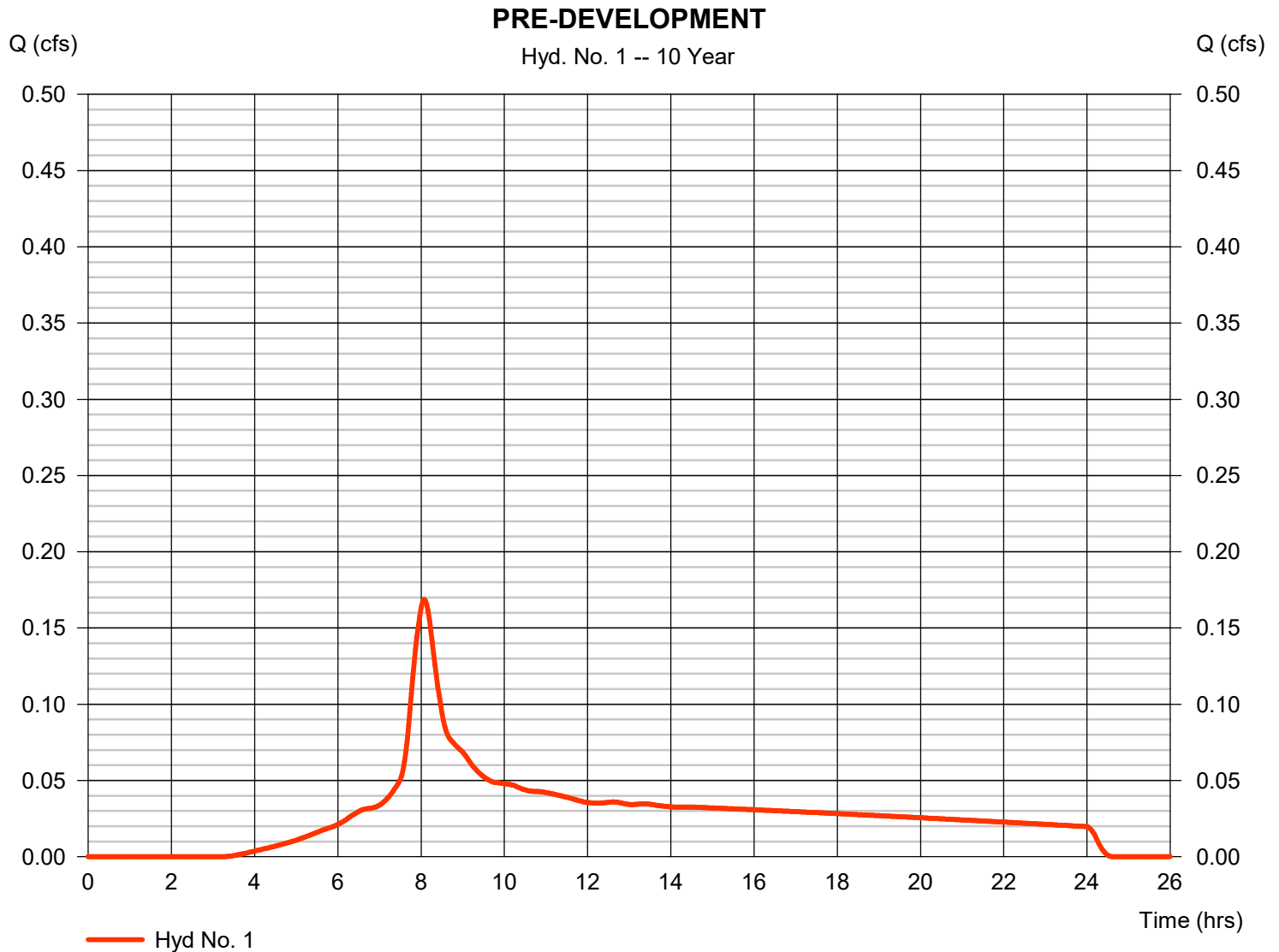
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	0.169	2	484	2,568	----	----	----	PRE-DEVELOPMENT
2	SCS Runoff	0.266	2	474	3,833	----	----	----	POST-DEVELOPMENT
3	Reservoir	0.171	2	490	3,725	2	315.98	587	ROUTED
Sommerville.gpw					Return Period: 10 Year		Friday, 07 / 5 / 2024		Page 50

# Hydrograph Report

## Hyd. No. 1

### PRE-DEVELOPMENT

Hydrograph type	= SCS Runoff	Peak discharge	= 0.169 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.07 hrs
Time interval	= 2 min	Hyd. volume	= 2,568 cuft
Drainage area	= 0.250 ac	Curve number	= 84
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= TR55	Time of conc. (Tc)	= 22.20 min
Total precip.	= 4.46 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484



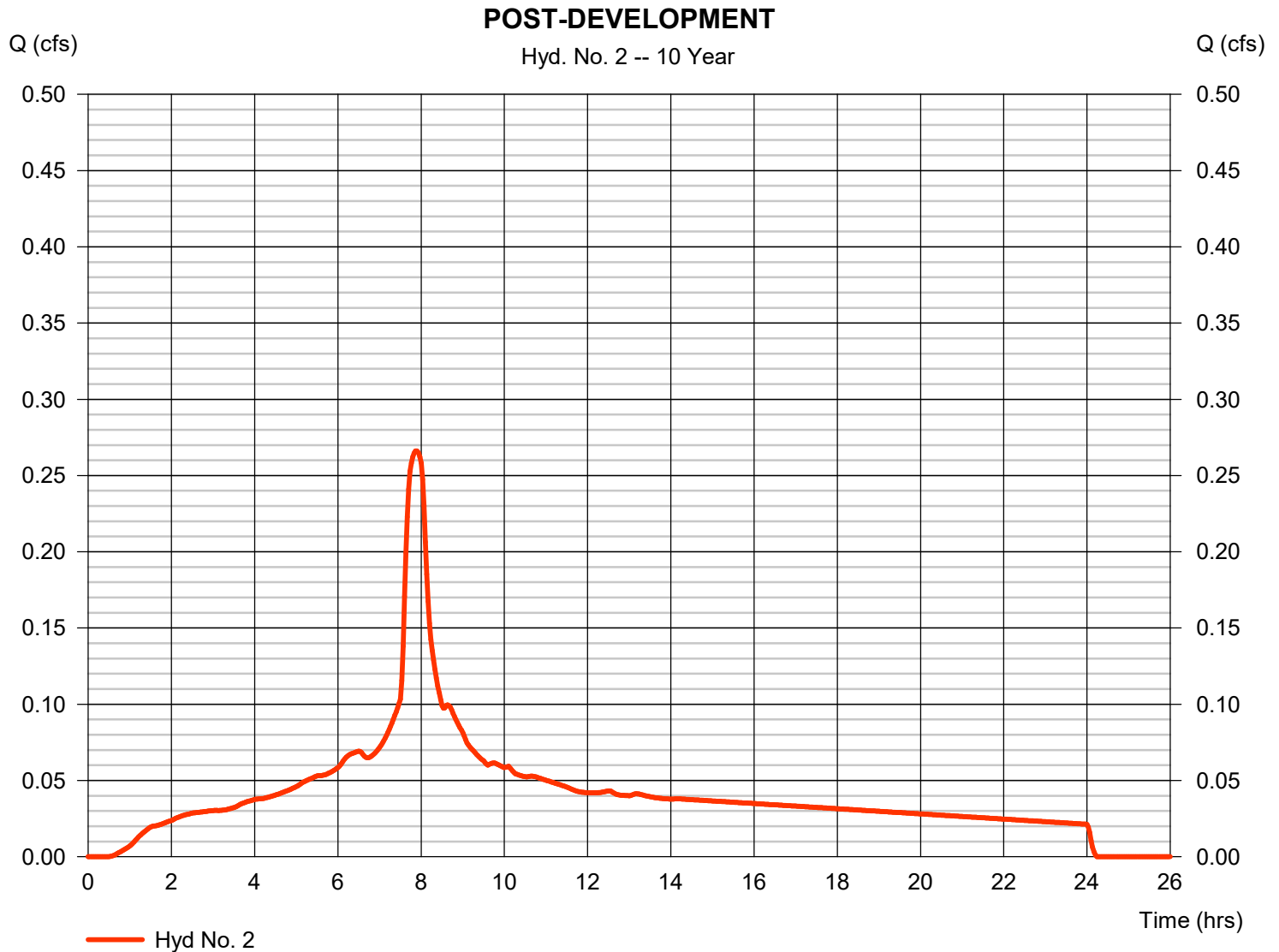
# Hydrograph Report

## Hyd. No. 2

### POST-DEVELOPMENT

Hydrograph type	= SCS Runoff	Peak discharge	= 0.266 cfs
Storm frequency	= 10 yrs	Time to peak	= 7.90 hrs
Time interval	= 2 min	Hyd. volume	= 3,833 cuft
Drainage area	= 0.250 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= TR55	Time of conc. (Tc)	= 7.10 min
Total precip.	= 4.46 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

\* Composite (Area/CN) = [(0.140 x 98) + (1.290 x 90)] / 0.250



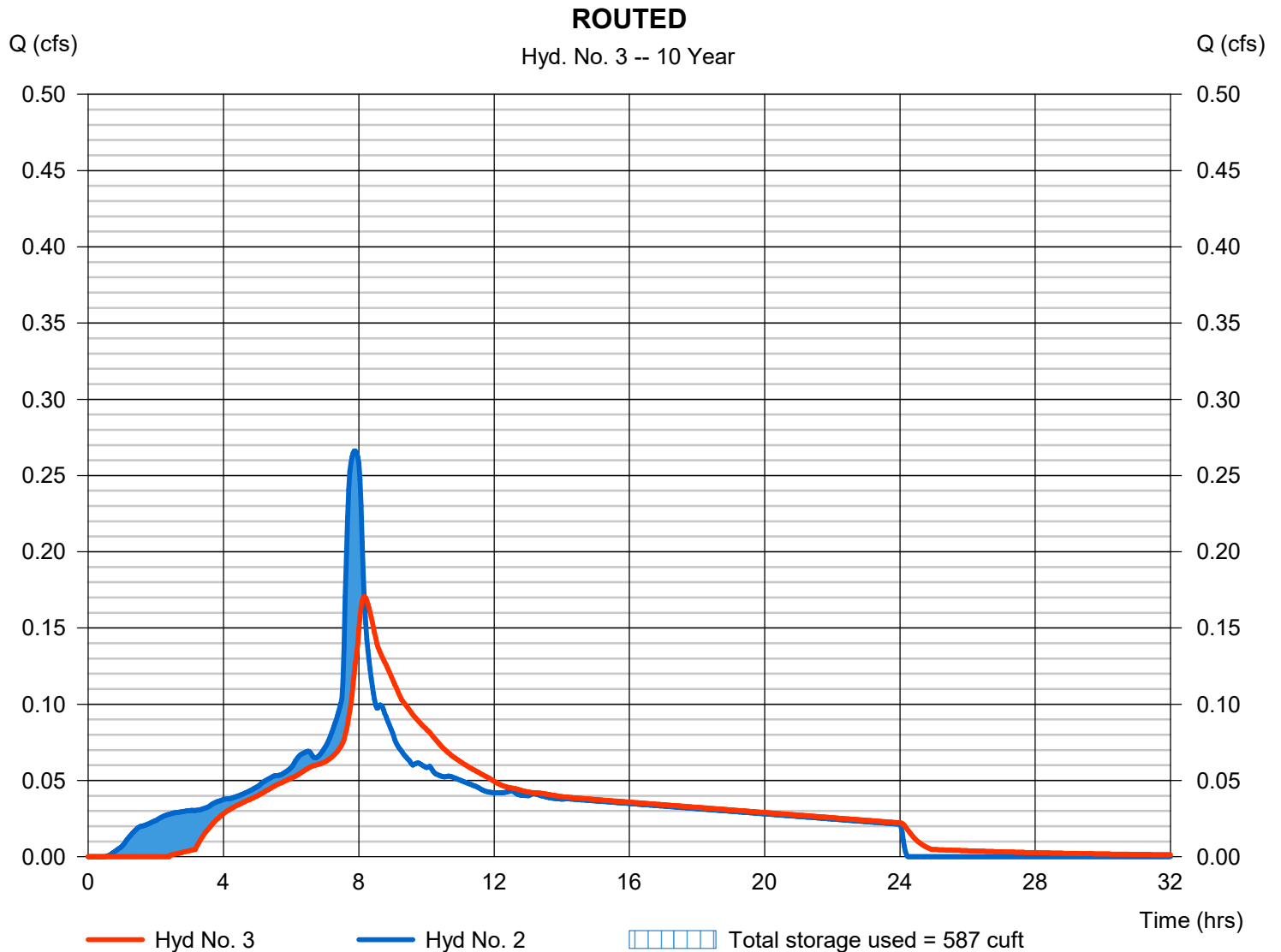
# Hydrograph Report

## Hyd. No. 3

ROUTED

Hydrograph type	= Reservoir	Peak discharge	= 0.171 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.17 hrs
Time interval	= 2 min	Hyd. volume	= 3,725 cuft
Inflow hyd. No.	= 2 - POST-DEVELOPMENT	Max. Elevation	= 315.98 ft
Reservoir name	= STORM FACILITY	Max. Storage	= 587 cuft

Storage Indication method used.



# Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

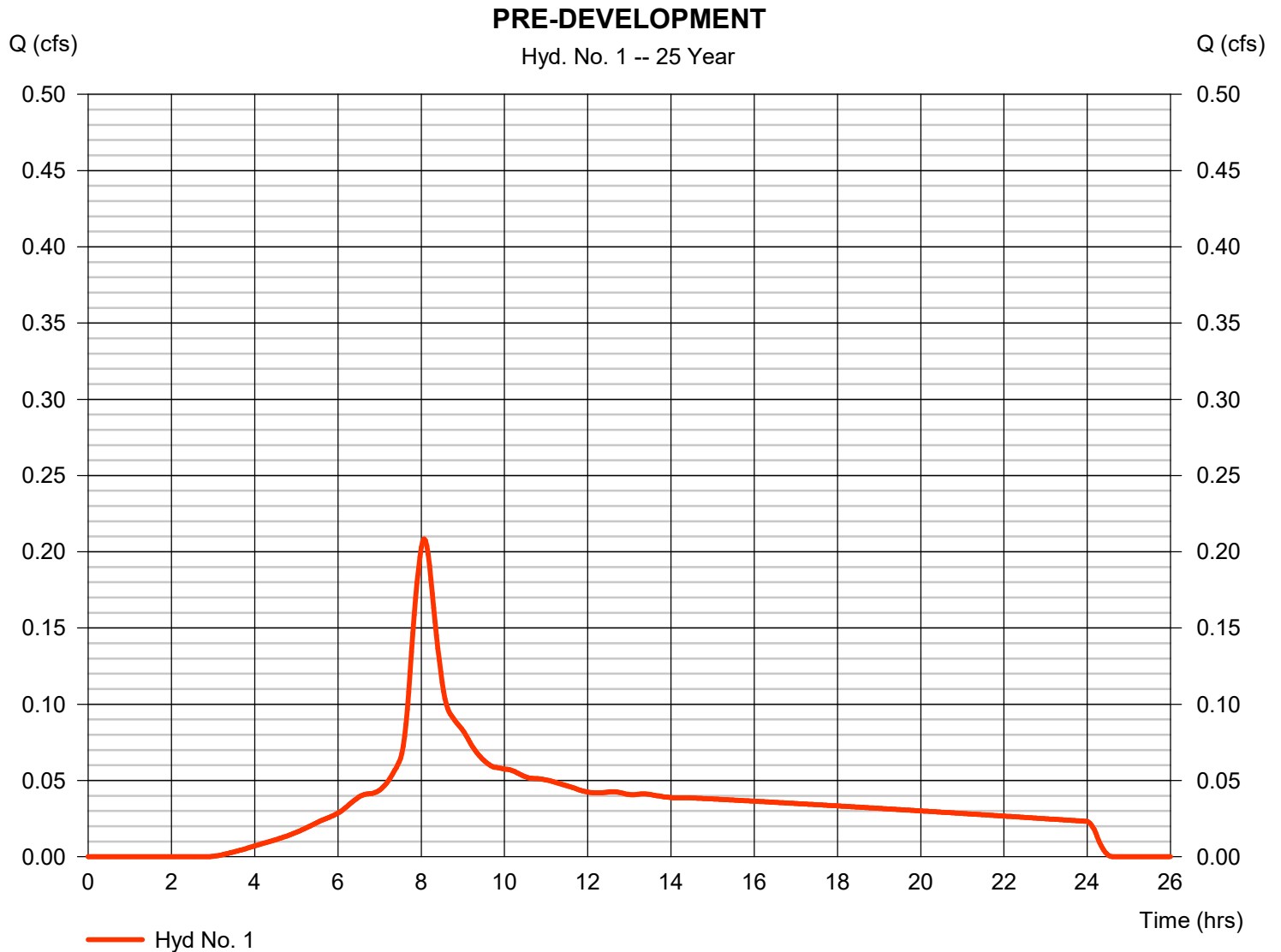
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description	
1	SCS Runoff	0.208	2	484	3,122	----	----	----	PRE-DEVELOPMENT	
2	SCS Runoff	0.306	2	472	4,431	----	----	----	POST-DEVELOPMENT	
3	Reservoir	0.206	2	488	4,323	2	316.07	644	ROUTED	
Sommerville.gpw					Return Period: 25 Year			Friday, 07 / 5 / 2024		Page 54

# Hydrograph Report

## Hyd. No. 1

### PRE-DEVELOPMENT

Hydrograph type	= SCS Runoff	Peak discharge	= 0.208 cfs
Storm frequency	= 25 yrs	Time to peak	= 8.07 hrs
Time interval	= 2 min	Hyd. volume	= 3,122 cuft
Drainage area	= 0.250 ac	Curve number	= 84
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= TR55	Time of conc. (Tc)	= 22.20 min
Total precip.	= 5.12 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484



# Hydrograph Report

## Hyd. No. 2

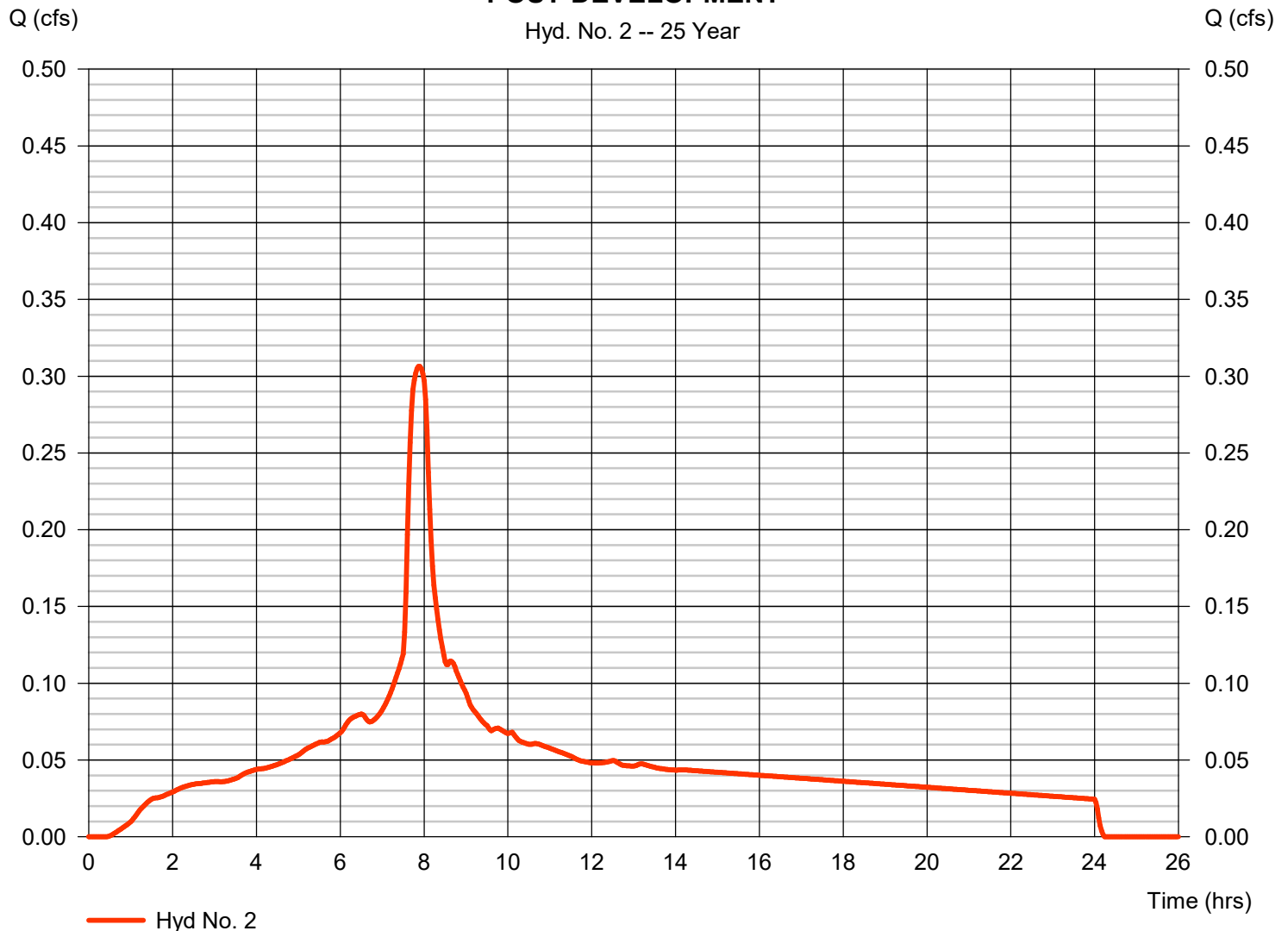
### POST-DEVELOPMENT

Hydrograph type	= SCS Runoff	Peak discharge	= 0.306 cfs
Storm frequency	= 25 yrs	Time to peak	= 7.87 hrs
Time interval	= 2 min	Hyd. volume	= 4,431 cuft
Drainage area	= 0.250 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= TR55	Time of conc. (Tc)	= 7.10 min
Total precip.	= 5.12 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

\* Composite (Area/CN) = [(0.140 x 98) + (1.290 x 90)] / 0.250

### POST-DEVELOPMENT

Hyd. No. 2 -- 25 Year





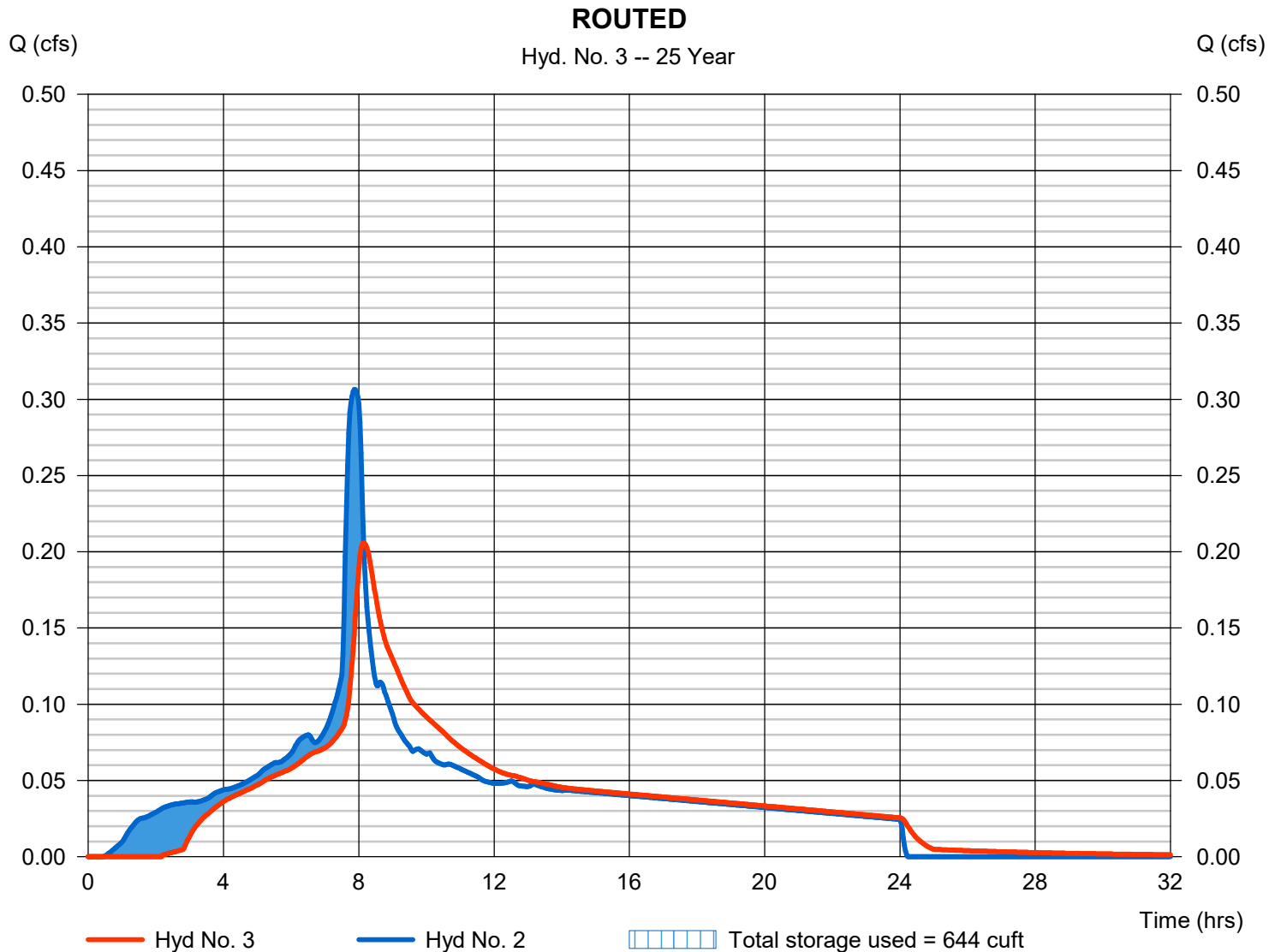
# Hydrograph Report

## Hyd. No. 3

ROUTED

Hydrograph type	= Reservoir	Peak discharge	= 0.206 cfs
Storm frequency	= 25 yrs	Time to peak	= 8.13 hrs
Time interval	= 2 min	Hyd. volume	= 4,323 cuft
Inflow hyd. No.	= 2 - POST-DEVELOPMENT	Max. Elevation	= 316.07 ft
Reservoir name	= STORM FACILITY	Max. Storage	= 644 cuft

Storage Indication method used.



# Pond Report

## Pond No. 1 - STORM FACILITY

### Pond Data

Contours -User-defined contour areas. Average end area method used for volume calculation. Beginning Elevation = 315.00 ft

### Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	315.00	600	0	0
1.50	316.50	600	900	900

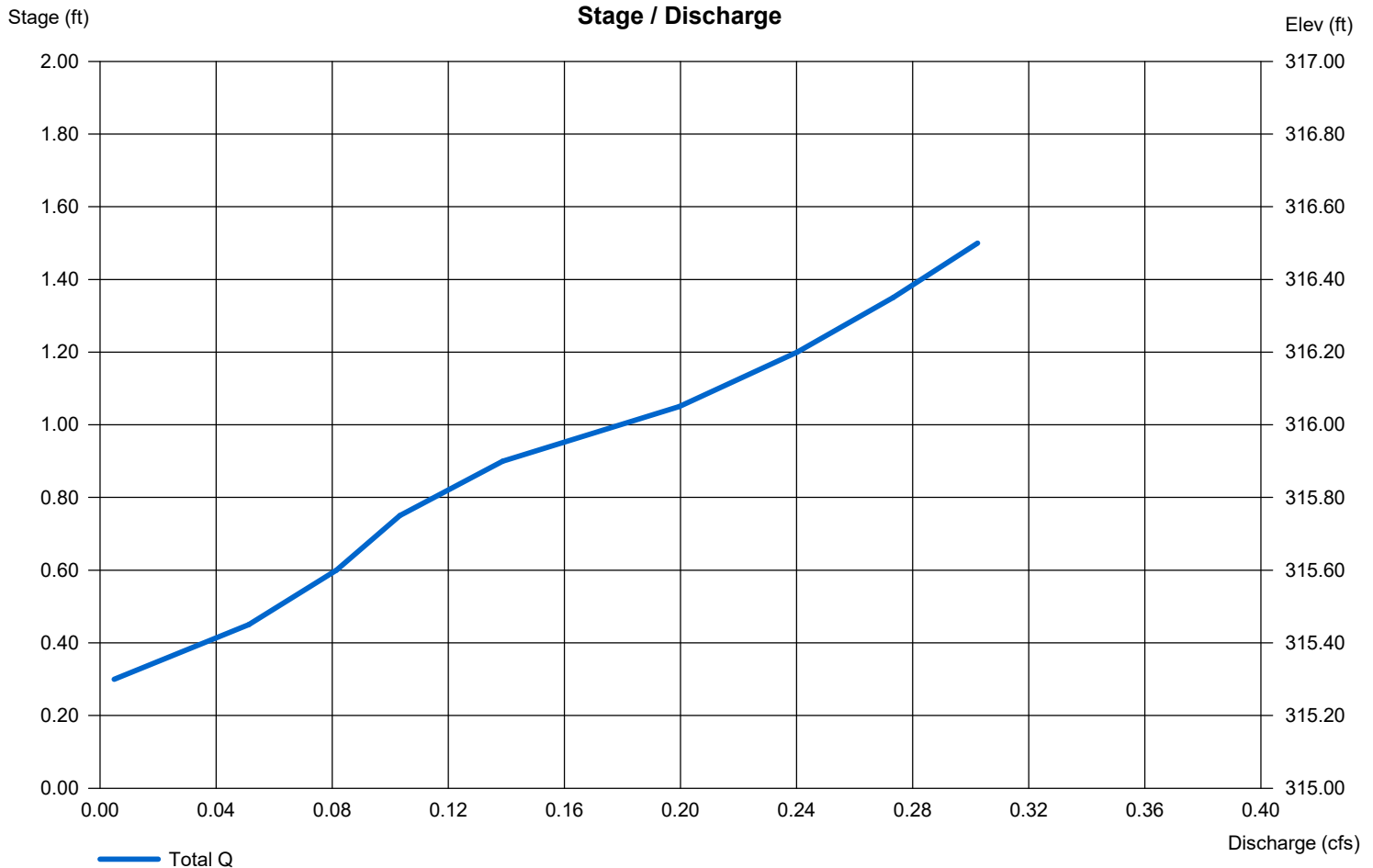
### Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 2.50	2.50	Inactive	Inactive
Span (in)	= 2.50	2.50	6.00	0.00
No. Barrels	= 1	1	1	0
Invert El. (ft)	= 315.25	315.80	396.50	0.00
Length (ft)	= 0.00	0.00	0.00	0.00
Slope (%)	= 0.00	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

### Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	Inactive	Inactive	Inactive	Inactive
Crest El. (ft)	= 0.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= Rect	---	---	---
Multi-Stage	= No	No	No	No
Exfil.(in/hr)	= 0.000 (by Contour)			
TW Elev. (ft)	= 0.00			

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



# Pond Report

## Pond No. 1 - STORM FACILITY

### Pond Data

Contours -User-defined contour areas. Average end area method used for volume calculation. Beginning Elevation = 315.00 ft

### Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	315.00	600	0	0
1.50	316.50	600	900	900

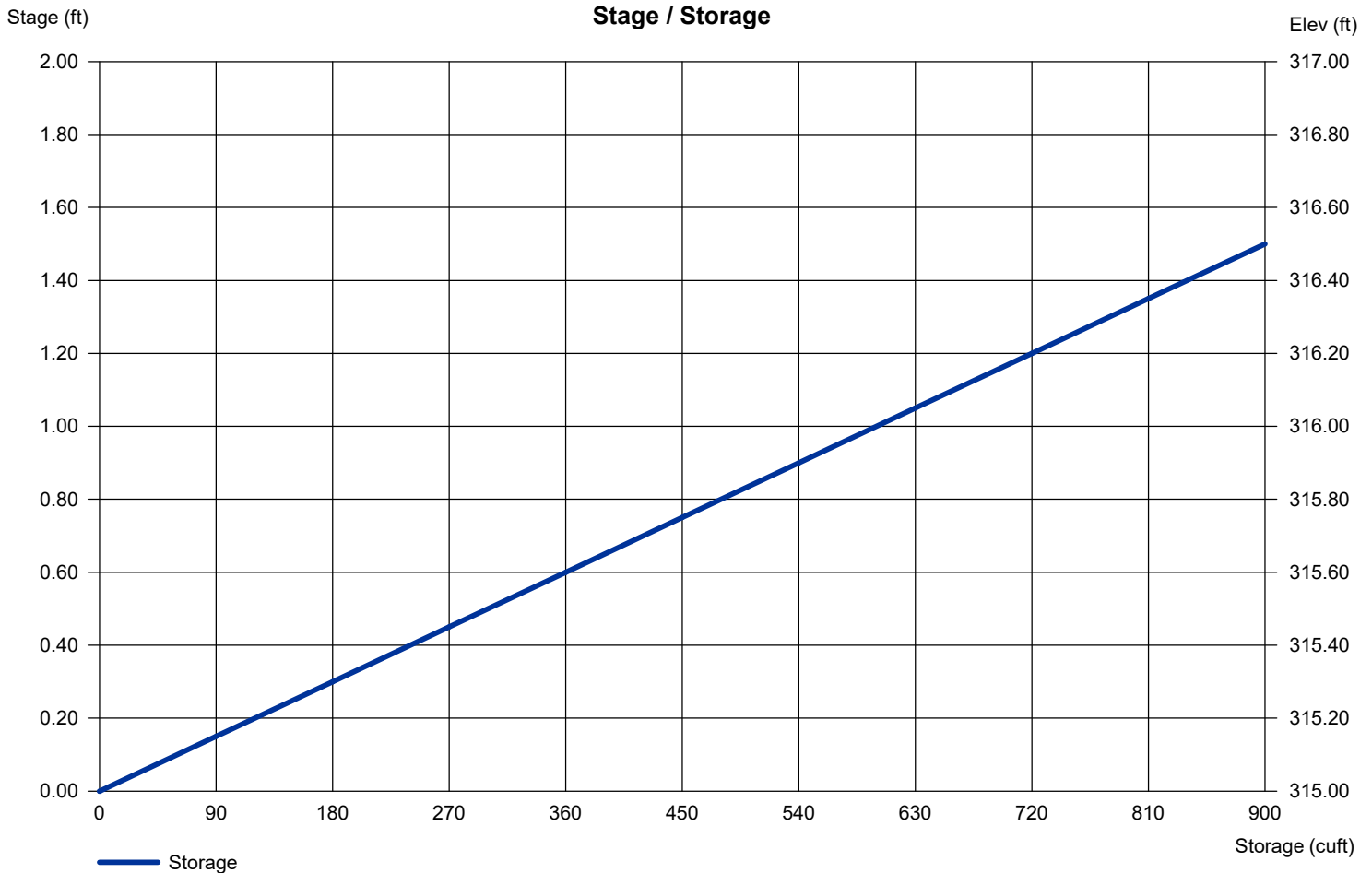
### Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 2.50	2.50	Inactive	Inactive
Span (in)	= 2.50	2.50	6.00	0.00
No. Barrels	= 1	1	1	0
Invert El. (ft)	= 315.25	315.80	396.50	0.00
Length (ft)	= 0.00	0.00	0.00	0.00
Slope (%)	= 0.00	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

### Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	Inactive	Inactive	Inactive	Inactive
Crest El. (ft)	= 0.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= Rect	---	---	---
Multi-Stage	= No	No	No	No
Exfil.(in/hr)	= 0.000 (by Contour)			
TW Elev. (ft)	= 0.00			

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



## TENTATIVE SUBDIVISION PROPOSAL

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APPLICANT: Eric Favreau PHONE: (541) 556-4425  
 SURVEYOR: Recorp, LLC PHONE: (503) 310-1098  
 CIVIL ENGINEER: Favreau Engineering PHONE: (541) 556-4425  
 PROPERTY OWNER: Regal Homes by Shelley, Inc PHONE: (541) 914-4248

ELECTRIC: Pacific Power  
 WATER: City of Harrisburg  
 STORM/SANITARY: City of Harrisburg  
 GAS: Northwest Natural Gas

DATE: August 13, 2024  
 TAX LOTS: 15S04W15CA03200  
 LOT SIZE: 2.30 acres  
 CURRENT ZONING: R-1 Single-Family Residential  
 SUBDIVISION NAME: Sommerville Meadows

REQUEST: This application requests Tentative Subdivision approval for subject tax lot. This application proposes to divide the subject property into 11 single-family lots. Since home designs have not been determined at this time, this narrative will only be addressing the applicable criteria that can be demonstrated at this time. It is understood that future development of these lots will need to meet the applicable code criteria. There is an existing home located on Lot 11, which is proposed to remain. Additionally, there is an existing shop located on Lot 10, which is also proposed to remain. The applicant acknowledges that a building permit will be required for the construction of a dwelling unit on Lot 10.

## APPLICATION REVIEW PROCEDURES AND APPROVAL CRITERIA

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### 19.20.070 – PRELIMINARY PLAT APPROVAL CRITERIA - SUBDIVISION

- 1) *Approval Criteria. The Planning Commission may approve, approve with conditions, or deny a preliminary subdivision plat. The Planning Commission’s decision shall be based on findings of compliance with all of the following approval criteria:*
  - a. *The land division application shall conform to the requirements of this chapter;*
  - b. *All proposed lots, blocks, and proposed land uses shall conform to the applicable provisions of Chapter 18.45 HMC;*

- c. *Access to individual lots, and public improvements necessary to serve the development, including but not limited to water, sewer, and streets, shall conform to Chapters 18.70 and 18.85 HMC*
- d. *The proposed plat name is not already recorded for another subdivision, and satisfies the provisions of ORS Chapter 92;*
- e. *The proposed streets, utilities, park land or open space dedication, and surface water drainage facilities, as applicable, conform to City of Harrisburg adopted public facilities master plans and applicable engineering standards, and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications;*
- f. *All proposed private common areas and improvements, if any, are identified on the preliminary plat and maintenance of such areas is assured through appropriate legal instrument;*
- g. *Evidence that any required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development; and*
- h. *Evidence that improvements or conditions required by the City, road authority, Linn County, special districts, utilities, and/or other service providers, as applicable to the project, have been or can be met.*

**RESPONSE:** As demonstrated below, the proposed subdivision is consistent with all of the applicable subdivision approval criteria. See below for further discussion of applicable review criteria.

- 2) *Conditions of Approval. The Planning Commission may attach such conditions as are necessary to carry out provision of this code, and other applicable ordinances and regulations.*

**RESPONSE:** The applicant acknowledges the potential for conditions of approval to be placed on the proposal.

## 18.45 – ZONING DISTRICT REGULATIONS

### *18.45.030 Allowed Uses*

**RESPONSE:** The subject tax lot is currently zoned R-1 Single-Family Residential. The proposal is for a single-family residential subdivision, nonattached, which is a permitted use per Table 18.45.030. Therefore, this criterion is satisfied.

### *18.45.040 Lot and Development Standards*

**RESPONSE:** As demonstrated on the proposed site plan, the proposed lots are consistent with the Lot and Development Standards for Residential Zones outlined in Table 18.45.040.4. All corner lots are a minimum of 7,000 SF and all interior lots are a minimum of 6,000 SF. All corner lots are a minimum of 60 feet wide and all interior lots are a minimum of 50 feet wide, as demonstrated on the proposed site plan. Therefore, this criterion is satisfied.

*18.45.050 Setback Yards Exception*

*1) Encroachments*

**RESPONSE:** The applicant acknowledges this criterion. At the time of building permit, the applicant will demonstrate compliance with this standard.

*2) Flag Lots*

**RESPONSE:** There are no proposed flag lots as part of this development. All proposed lots have frontage along a public street.

*18.45.060 Residential Density Standards*

*To ensure efficient use of buildable lands and to provide for a range of needed housing in conformance with the comprehensive plan, all new developments in the residential districts shall conform to the minimum and maximum densities prescribed in Table 18.45.040.4, except as provided in subsections (1) through (3) of this section.*

**RESPONSE:** The subject tax lot is 2.30 acres. With 11 proposed single-family lots, the proposed density is 4.8 dwelling units per acre, which is within the acceptable density range for the existing zoning. Therefore, this criterion has been satisfied.

*18.45.070 Lot Coverage*

**RESPONSE:** The applicant acknowledges this criterion. At the time of building permit, the applicant will demonstrate compliance with this standard.

*18.45.080 Height Measurement, Exceptions, and Transition*

**RESPONSE:** The applicant acknowledges this criterion. At the time of building permit, the applicant will demonstrate compliance with this standard.

**18.70 – ACCESS AND CIRCULATION**

*18.70.030 Vehicular Access and Circulation*

*1) Purpose and Intent*

**RESPONSE:** The applicant acknowledges this criterion.

*2) Permit Required*

**RESPONSE:** The applicant acknowledges this criterion and will submit an approach permit during building permit review.

3) *Traffic Study Requirements*

**RESPONSE:** The proposed development does not trigger the need for a traffic impact analysis based on the criteria set forth in HMC 18.85.020. Therefore, this criterion does not apply.

4) *Approach and Driveway Development and Circulation Standards*

**RESPONSE:** The applicant acknowledges this criterion and will submit an approach permit consistent with these standards during building permit review.

5) *Internal On-Site Circulation*

**RESPONSE:** This criterion does not apply since the proposed development is for a single-family residential subdivision.

6) *Approach Separation from Street Intersections*

**RESPONSE:** The applicant acknowledges this criterion and will submit an approach permit consistent with these standards during building permit review.

7) *Approach Spacing*

**RESPONSE:** The applicant acknowledges this criterion and will submit an approach permit consistent with these standards during building permit review.

8) *Vision Clearance*

**RESPONSE:** Per the proposed site plan, no improvements are proposed within the vision clearance areas. Upon building permit submittal, the applicant will demonstrate that no fencing, signage, or structure will be proposed within the vision clearance areas.

9) *Exceptions and Adjustments to Spacing Standards*

**RESPONSE:** No exceptions or adjustments are proposed with this application. Therefore, this criterion does not apply.

10) *Joint Use Access Easement and Maintenance Agreement*

**RESPONSE:** As shown on the proposed site plan, a joint use access easement is proposed over Lots 1-8. The property owners will record an easement with the deed allowing joint use of and cross access between the adjacent properties, and shall record a joint maintenance agreement with the deed. This deed and agreement will be provided to the City for its records.

## 18.85 – PUBLIC FACILITIES

### 18.85.020 Transportation Standards

1) *General Requirements*

**RESPONSE:** There is one proposed public street (Thompson Way) as shown on the proposed site plan. The proposed public street complies with the minimum street and ROW width standards as outlined in Table 18.85.020.3. The public street will also include public setback sidewalks, consistent with this

criterion. A TIA is not triggered for this development based on the projected number of daily trips generated by 10 additional single-family dwellings.

*2) Street Location, Alignment, Extension, and Grades*

**RESPONSE:** The proposed Thompson Way is proposed to connect to S 9<sup>th</sup> Street, which has recently been constructed and improved to City standards. During this project, public sewer and water lines were extended to the western boundary of the subject lot. Thompson Way is proposed at a location to encapsulate these public utilities within the proposed ROW. The proposed street will comply with public works design standards and will be reviewed upon public improvement permit application. Therefore, this criterion has been satisfied.

*3) Rights-of-Way and Street Section Widths*

**RESPONSE:** As mentioned above, the proposed ROW and street section complies with the minimum widths outlined in Table 18.85.020.3. Therefore, this criterion has been satisfied.

*4) Transportation Connectivity and Future Street Plans*

**RESPONSE:** The proposal includes the construction of Thompson Way, a public street. Thompson Way is proposed to begin at the general location of where public water and sewer lines were installed as part of the City's construction of S 9<sup>th</sup> St. The intersection of Thompson Way and S 9<sup>th</sup> St is proposed to be at a right angle, consistent with this criterion. This street is proposed to extend to the eastern boundary of the subject subdivision and will be able to be extended upon future development. A temporary fire truck turnaround easement will be dedicated to allow for emergency vehicles to turnaround until future development continues the extension of Thompson Way.

*5) Engineering Design Standards*

**RESPONSE:** The applicant acknowledges this criterion. A public improvement plan will be submitted in order to receive a permit for the construction of Thompson Way and necessary public utilities. The proposed public infrastructure will be reviewed for engineering design standard compliance at that time.

*6) Fire Code Standards*

**RESPONSE:** The applicant acknowledges this criterion.

*7) Substandard Existing Right-of-Way*

**RESPONSE:** Neither Sommerville Loop or S 9<sup>th</sup> St have substandard right-of-widths, as both have a width of 60 feet.

*8) Traffic Calming*

**RESPONSE:** The City recently constructed S 9<sup>th</sup> St along the western frontage of the subject property with full street improvements which did not include any traffic calming. There are no known traffic issues along Sommerville Loop or S 9<sup>th</sup> St that would require traffic calming measures to be installed. Therefore, this criterion does not apply.



9) *Sidewalks, Planter Strips, and Bicycle Lanes*

**RESPONSE:** The City recently constructed S 9<sup>th</sup> St along the western frontage of the subject property with full street improvements which included curb and gutter, sidewalks, and planter strips, therefore satisfying this criterion. Sommerville Loop is a paved roadway without curb and gutter or sidewalks on either side. Therefore, no curb and gutter or sidewalks are proposed along Sommerville Loop to stay consistent with the current configuration of the entirety of this street.

10) *Streets Adjacent to Railroad Right-of-Way*

**RESPONSE:** There is no railroad adjacent to this develop. Therefore, this criterion does not apply.

11) *Street Names*

**RESPONSE:** The proposed Thompson Way does not appear to be an existing street name within the City of Harrisburg or Lane County. Therefore, this criterion has been satisfied.

12) *Survey Monuments*

**RESPONSE:** The applicant acknowledges this criterion.

13) *Street Signs*

**RESPONSE:** The applicant acknowledges this criterion.

14) *Streetlight Standards*

**RESPONSE:** The applicant acknowledges this criterion.

15) *Mailboxes*

**RESPONSE:** Mailboxes shall conform to the requirements of the United States Postal Service and the State of Oregon Structural Specialty Code. Therefore, this criterion is met.

16) *Street Cross-Sections*

**RESPONSE:** The applicant acknowledges this criterion.

18.85.030 *Public Use Areas*

**RESPONSE:** There are no proposed public use areas. Therefore, this criterion does not apply.

18.85.040 *Sanitary Sewer and Water Service Improvements*

1) *Sewers and Water Mains Required. All new development requiring land use approval is required to connect to City water and sanitary sewer systems. Sanitary sewer and water system improvements shall be installed to serve each new development and to connect developments to existing mains in accordance with the adopted facility master plans and applicable engineering/public works design standards. Where streets are required to be stubbed to the edge of the subdivision, sewer and water system improvements and other*

*utilities shall also be stubbed with the streets, except as approved by the City Engineer where alternate alignment(s) are provided consistent with the adopted public facility master plan.*

**RESPONSE:** As discussed earlier, the City installed public 8" water and sewer lines that terminate at the west side of the subject property. These utilities are proposed to be extended to the eastern terminus of the proposed Thompson Way, where they can be connected to and continued upon future development. Both the sewer and water lines are proposed to continue to be 8" in diameter. There are existing sanitary and sewer laterals to the proposed Lots 1 8, 9, and 10. Lots 2-7 will be served by the proposed public sewer and water line extensions. The existing house on Lot 11 is proposed to remain and will continue to utilize its public utility services. Therefore, this criterion is met.

- 2) *Sewer and Water Plan Approval. Development permits for sewer and water improvements shall not be issued until the Public Works Director and/or City Engineer has approved all sanitary sewer and water plans in conformance with City standards and State regulatory authority, if needed.*

**RESPONSE:** The applicant acknowledges this standard.

- 3) *Over-Sizing. The City may require as a condition of development approval that sewer and water lines serving new development be sized to accommodate future development within the area as projected by the applicable facility master plans. In these instances, the City may authorize cost-recovery or cost-sharing methods as provided under State Law*

**RESPONSE:** The applicant acknowledges this standard. The City installed the 8" sewer and water stubs that the applicant is proposing to connect to. Therefore, this criterion is satisfied.

- 4) *Inadequate Facilities. Development permits may be restricted or rationed by the Planning Commission where a deficiency exists in the existing water or sewer system that cannot be rectified by the development and which, if not rectified, will result in a threat to public health or safety, surcharging of existing mains, or violations of State or Federal standards pertaining to operation of domestic water and sewerage treatment systems. The City Administrator may require water booster pumps, sanitary sewer lift stations, and other critical facilities be installed with backup power.*

**RESPONSE:** There are no known deficiencies in the existing water or sewer systems. Therefore, this criterion does not apply.

#### *18.85.050 Storm Drainage and Surface Water Management Facilities*

- 1) *General Provisions. The City shall issue a development permit only where adequate provisions for storm water runoff have been made in conformance with a 25-year storm plan. All applications for developments that increase impervious surface must submit a specific storm water plan with their application unless waived by the City Engineer.*

**RESPONSE:** A preliminary stormwater analysis has been provided demonstrating conformance with this criterion. See analysis for further details.

- 2) *Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City Engineer.*

**RESPONSE:** All proposed culverts and drainage facilities within the subject property conveying upstream runoff are proposed to remain. See attached stormwater report for further details.

- 3) *Effect on Downstream Drainage. Where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for retention of additional runoff caused by the development in accordance with City standards.*

**RESPONSE:** There are no known downstream capacity issues that would require retention of the site's runoff or improvement to downstream facilities. The proposed stormwater facility has been sized to detain the public roadway runoff for Thompson Way for the 25-year storm, which is consistent with the zoning map that was utilized for the purposes of modeling the future stormwater loads found in the stormwater master plan. Each lot will be responsible for on-site detention upon building permit application.

- 4) *Over-Sizing. The City may require as a condition of development approval that sewer, water, or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable facility master plan. In these instances, the City may authorize cost-recovery or cost-sharing methods as provided under State law.*

**RESPONSE:** The City has not indicated any need to oversize the proposed stormwater system.

- 5) *Existing Watercourse. Where a proposed development is traversed by a watercourse, drainage way, swale, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance to protect the public health and safety. All applications for site plan review, subdivision, and partitions must submit a specific storm water plan with their application unless waived by the City Engineer.*

**RESPONSE:** As shown on the proposed site plan, the proposal includes the dedication of a public stormwater easement along the northern boundary where a conveyance channel currently exists. The applicant is also proposing to dedicate a public stormwater easement along the north side of the Lot 10 where the proposed stormwater detention facility is located.

#### 18.85.060 Utilities

- 1) *General Provision. The developer of a property is responsible for coordinating the development plan with the applicable utility providers and paying for the extension and installation of utilities not otherwise available to the subject property.*

**RESPONSE:** The applicant acknowledges this criterion and will coordinate with all applicable utilities providers.

2) *Underground Utilities*

**RESPONSE:** All proposed public utilities are proposed to be underground, consistent with this standard.

3) *Exception to Undergrounding Requirement. The City or Planning Commission may grant exceptions to the undergrounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical.*

**RESPONSE:** The applicant is not proposing an exception to the undergrounding requirement. Therefore this criterion does not apply.

18.85.070 *Easements*

1) *Provision. The developer shall coordinate with the City and applicable utility providers in meeting the needs of each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.*

**RESPONSE:** The applicant acknowledges this criterion.

2) *Standards. Utility easements shall conform to the requirements of the utility service provider. All other easements shall conform to the City of Harrisburg engineering design standards/public works design standards.*

**RESPONSE:** The applicant acknowledges this criterion. A 7' wide public utility easement exists along the west boundary of the subject property. A 20' drainage easement is proposed along the north side of the site where the existing drainage ditch is located. Additionally, a public stormwater easement is proposed along the north side of Lot 10 for the proposed stormwater detention facility.

3) *Recordation. All easements for sewers, storm drainage and water quality facilities, water mains, electric lines, natural gas lines, or other utilities shall be recorded and referenced on a survey or final plat, as applicable. See Chapter 19.15 HMC, Site Design Review, and Chapter 19.20 HMC, Land Divisions and Property Line Adjustments.*

**RESPONSE:** The applicant acknowledges this criterion. All proposed easements will be depicted on the recorded final plat.

18.85.080 *Construction Plan Approval*

*No development, including sanitary sewers, water, streets, utilities, parking areas, buildings, or other development, shall be undertaken without plans having been approved by the City of Harrisburg, permit fees paid, and permits issued. Permit fees are required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. Permit fees are as set by City Council resolution.*

**RESPONSE:** The applicant acknowledges that the City will likely a public improvement plan to be submitted for the extension of the public sanitary sewer and water lines as shown on the proposed site plan. Construction of these public mainlines will not occur without the approval of the City of Harrisburg.

*18.85.090 Facility Installation*

- 1) *Conformance Required. Improvements installed by the developer, either as a requirement of these regulations or at the developer's option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.*

**RESPONSE:** The applicant acknowledges this criterion. Improvements shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.

- 2) *Adopted Installation Standards. The City of Harrisburg has adopted various engineering/public works design standards for public improvements and private utility installation within the public right-of-way. All adapted engineering/public works design standards shall be met unless one or more partial waivers are granted by the City Engineer and City Administrator.*

**RESPONSE:** The applicant acknowledges this criterion.

- 3) *Commencement. Work in a public right-of-way shall not begin until all applicable agency permits have been approved and issued.*

**RESPONSE:** The applicant acknowledges this criterion.

- 4) *Resumption. If work is discontinued for more than six months, it shall not be resumed until the Public Works Director and/or City Engineer grants written approval for the recommencement of work or a hiatus of more than six months.*

**RESPONSE:** The applicant acknowledges this criterion.

- 5) *City Inspection. Improvements shall be constructed under the inspection of the City Engineer or Public Works Director. The City Engineer or Public Works Director may approve minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest, except those substantive changes to the approved design shall be subject to review under Chapter 19.30 HMC, Modifications to Approved Plans and Conditions of Approval. (Any survey monuments that are disturbed before all improvements are completed by the developer or subdivider shall be replaced prior to final acceptance of the improvements.) Any new or disturbed monuments must be replaced by a certified land surveyor.*

**RESPONSE:** The applicant acknowledges this criterion.

- 6) *Engineer's Certification and As-Built Plans. A registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship, and*

*materials are in accordance with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City's acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide two sets of "as-built" plans for permanent filing with the City. If required by the City, the developer or subdivider shall provide a warranty bond pursuant to HMC 18.85.100.*

**RESPONSE:** The applicant acknowledges this criterion.

*18.85.100 Performance Guarantee and Warranty*

- 1) Performance Guarantee Required. The City at its discretion may approve a final plat or building permit when it determines that at least 50 percent of the public improvements required for the site development or land division, or phase thereof, are complete and the applicant has posted an acceptable assurance of performance bond for the balance of said improvements.*

**RESPONSE:** The applicant acknowledges this criterion.

- 2) Determination of Sum. The assurance of performance bond shall be for a sum determined by the City Engineer as required to cover the cost of the improvements and repairs, including related engineering and incidental expenses, plus reasonable inflationary costs. The assurance bond shall not be less than 110 percent of the estimated improvement costs.*

**RESPONSE:** The applicant acknowledges this criterion.

- 3) Itemized Improvement Estimate. The applicant shall furnish to the City an itemized improvement estimate, certified by a registered civil engineer, to assist the City in calculating the amount of the performance assurance.*

**RESPONSE:** The applicant acknowledges this criterion.

- 4) Developer Agreement. A written agreement between the City and applicant shall be signed and recorded. The agreement may include a provision for the construction of the improvements in stages and for the extension of time under specific conditions.*

**RESPONSE:** The applicant acknowledges this criterion.

- 5) When Applicant Fails to Perform. In the event the applicant fails to carry out all provisions of the agreement and the City has unreimbursed costs or expenses resulting from such failure, the City shall call on the bond, cash deposit, or letter of credit for reimbursement or take other appropriate action to recover all unreimbursed costs.*

**RESPONSE:** The applicant acknowledges this criterion.

- 6) Termination of Performance Guarantee. The applicant shall not cause termination, nor allow expiration, of the guarantee/bond without first securing written authorization from the City.*

**RESPONSE:** The applicant acknowledges this criterion.

- 7) *Warranty Bond. A warranty bond good for two years is required on all public improvements and landscaping when installed in the public right-of-way. The warranty bond shall equal 15 percent of the total cost of improvements and begin upon acceptance of said improvements by the City.*

**RESPONSE:** The applicant acknowledges this criterion.



VICINITY MAP  
NO SCALE

PROPERTY INFO

915 SOMMERVILLE LP  
HARRISBURG, OR 97446  
TL: 115S04W15-03200  
SIZE: 2.30 ACRES

SHEET INDEX

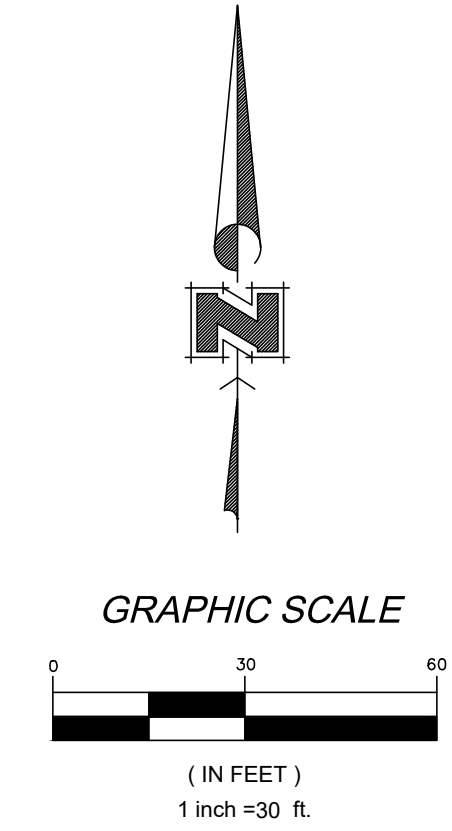
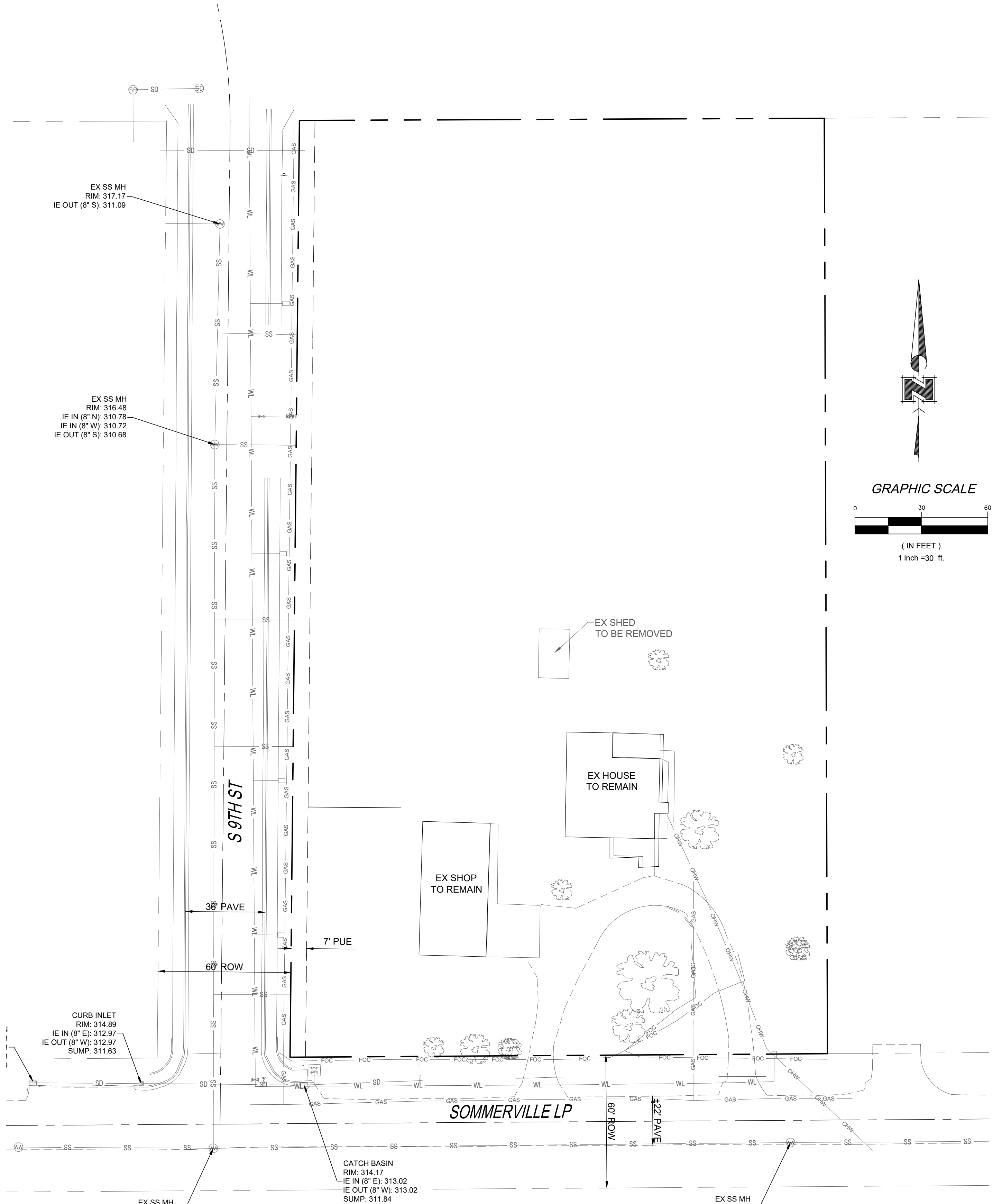
C1 - EXISTING CONDITIONS  
C2 - PROPOSED SITE PLAN  
C3 - PROPOSED UTILITY PLAN

APPLICANT:  
REGAL HOMES BY SHELLEY  
(541) 914-7091

APPLICANT'S REPRESENTATIVE:  
FAVREAU ENGINEERING  
2206 COUNTRY HAVEN DR  
EUGENE, OR 97408  
(541) 556-4425

LEGEND

- 490 --- EXISTING MAJOR CONTOUR AND ELEVATION
- --- EXISTING MINOR CONTOUR
- 400 --- PROPOSED MAJOR CONTOUR AND ELEVATION
- 399 --- PROPOSED MINOR CONTOUR AND ELEVATION
- SS 8" WW --- EXISTING WASTE WATER AND SIZE
- WL --- EXISTING WATER LINE AND SIZE
- SS --- PROPOSED WASTEWATER LINE
- SD --- PROPOSED STORM LINE
- WL --- PROPOSED WATER LINE
- PROPOSED WATER METER
- PROPOSED CLEANOUT
- EXISTING WATER METER
- EXISTING CURB INLET



ENGINEER'S NOTE  
THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS AND THE CITY OF HARRISBURG. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND INDEMNIFY AND HOLD DESIGN PROFESSIONALS HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.

NOTICE TO CONTRACTOR  
THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THIS PLAN. THE CONTRACTOR IS REQUIRED TO TAKE ALL PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN, AND ANY OTHER LINES OR STRUCTURES NOT SHOWN ON THESE PLANS, AND IS RESPONSIBLE FOR THE PROTECTION OF, AND ANY DAMAGE TO THESE LINES OR STRUCTURES. ANY ESTIMATED QUANTITIES HEREON ARE ONLY FOR THE PURPOSE OF OBTAINING THE NECESSARY PERMITS, AND FAVREAU ENGINEERING, LLC DOES NOT GUARANTEE THE ACCURACY OF THE ESTIMATED QUANTITIES. THE CONTRACTOR SHALL PERFORM HIS OWN QUANTITY TAKEOFF BEFORE SUBMITTING A BID FOR ANY PORTION OF THE IMPROVEMENTS COVERED BY THESE PLANS. THE CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS INCLUDING POTHOLING AND LOCATING EXISTING UNDERGROUND UTILITIES AND SHALL REPORT DISCREPANCIES TO THE ENGINEER PRIOR TO COMMENCEMENT OF WORK.

THIS DOES NOT CONSTITUTE A BOUNDARY SURVEY AND IS SUBJECT TO ANY INACCURACIES THAT A SUBSEQUENT BOUNDARY SURVEY MAY DISCLOSE

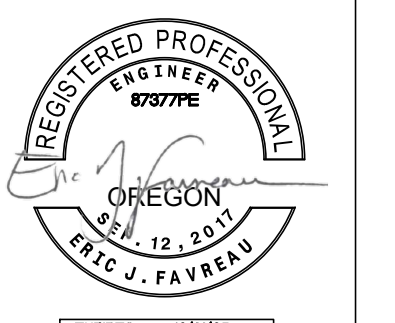
EXISTING CONDITIONS  
FOR  
SOMMERVILLE MEADOWS  
HARRISBURG, OR 97446  
CITY OF HARRISBURG  
PUBLIC WORKS DEPARTMENT

TL: 15S04W15  
LOT: 03200

APPROVED:

NO.	DATE	BY	DESCRIPTION	REVISIONS

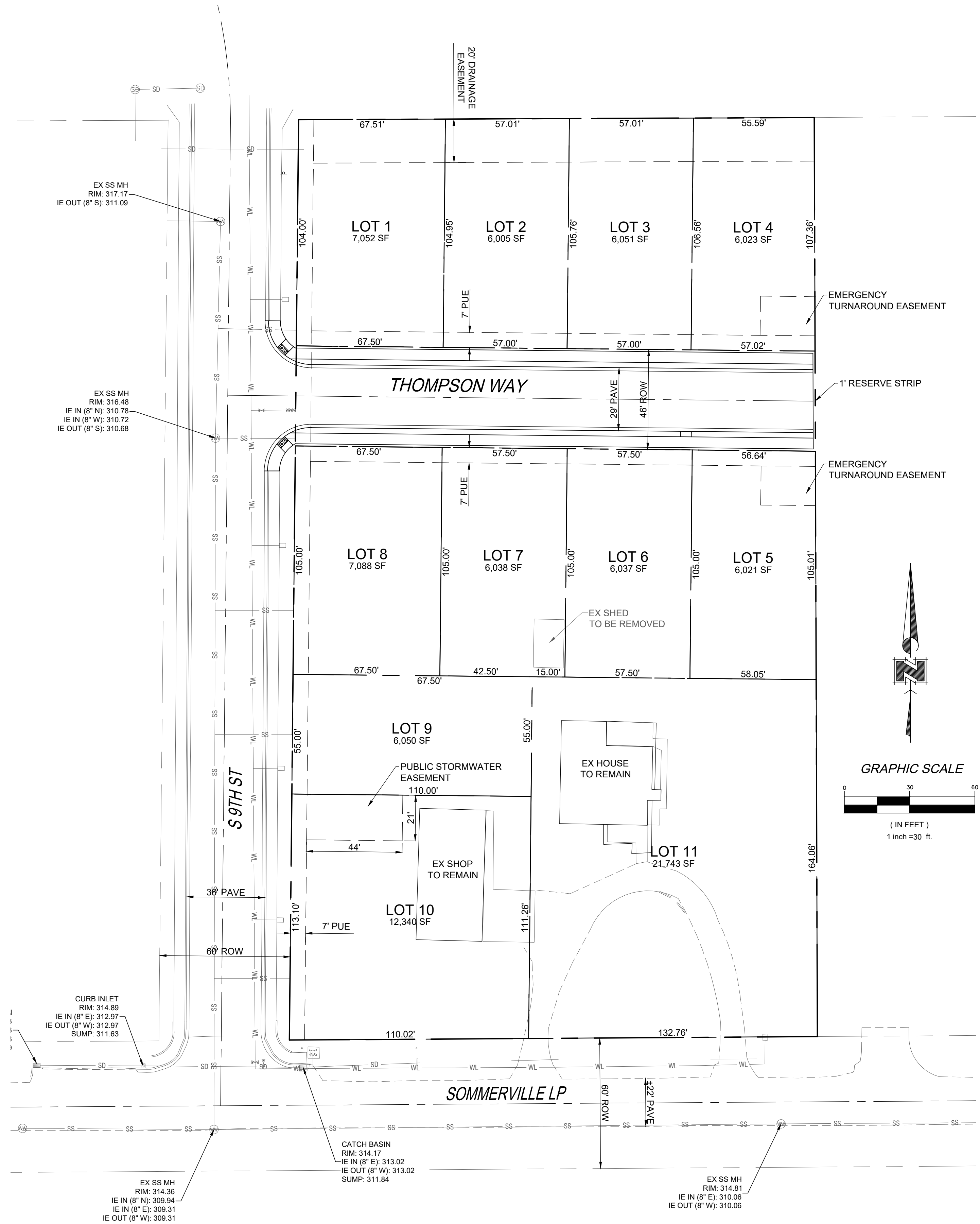
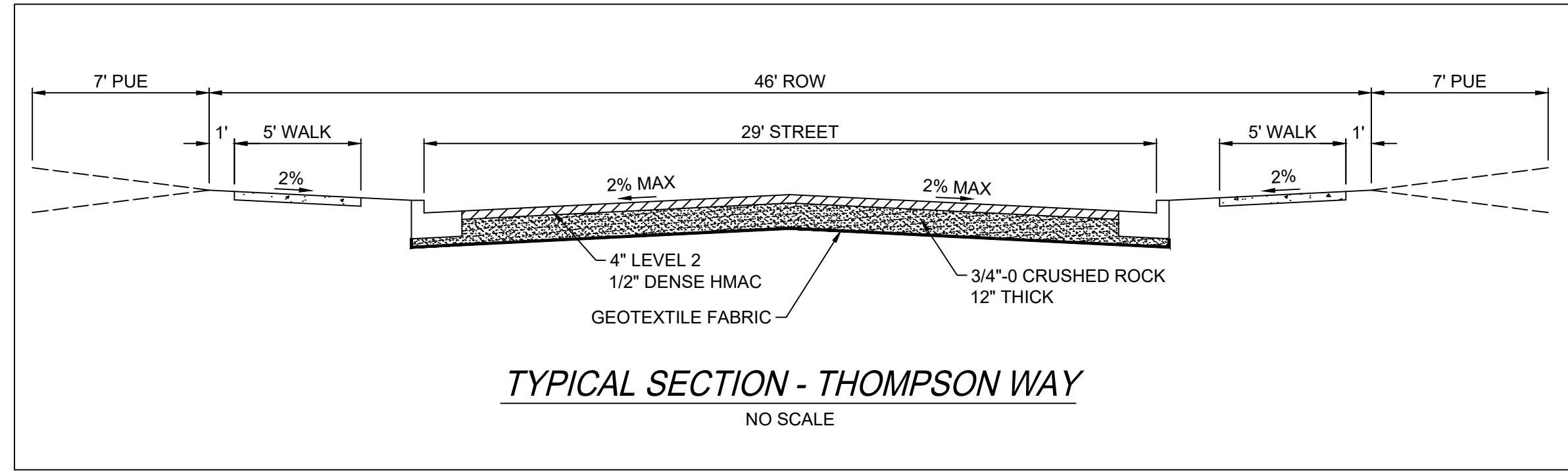
**FAVREAU**  
ENGINEERING  
2206 COUNTRY HAVEN DR  
EUGENE, OR 97408 (541) 556-4425



DATE: 8/13/24

SHEET C1





PROPOSED SITE PLAN  
FOR  
SOMMERVILLE MEADOWS  
HARRISBURG, OR 97446  
CITY OF HARRISBURG  
PUBLIC WORKS DEPARTMENT

TL: 15S04W15  
LOT: 03200

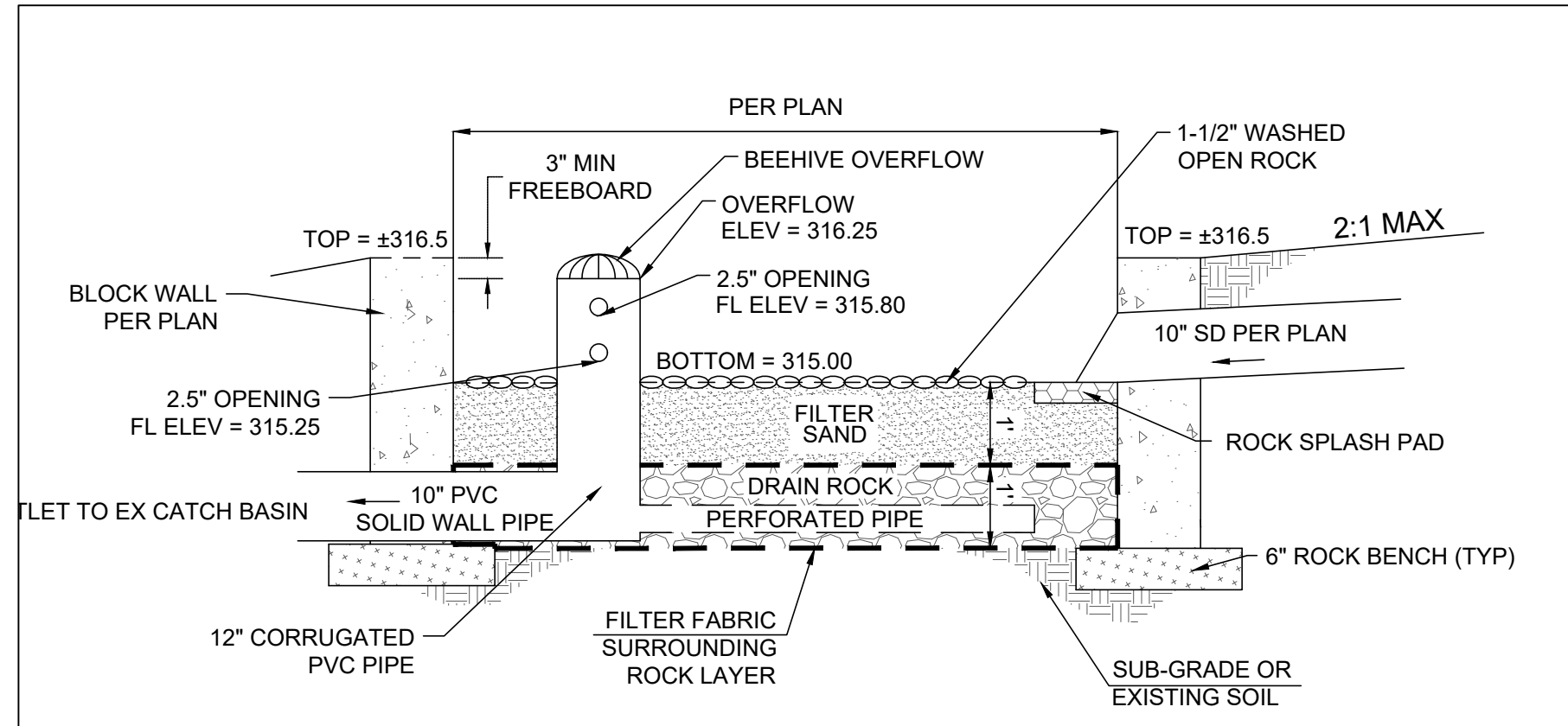
APPROVED:

NO.	REVISIONS	DATE	BY

**FAVREAU**  
ENGINEERING  
2206 COUNTRY HAVEN DR  
EUGENE, OR 97408 (541) 556-4425



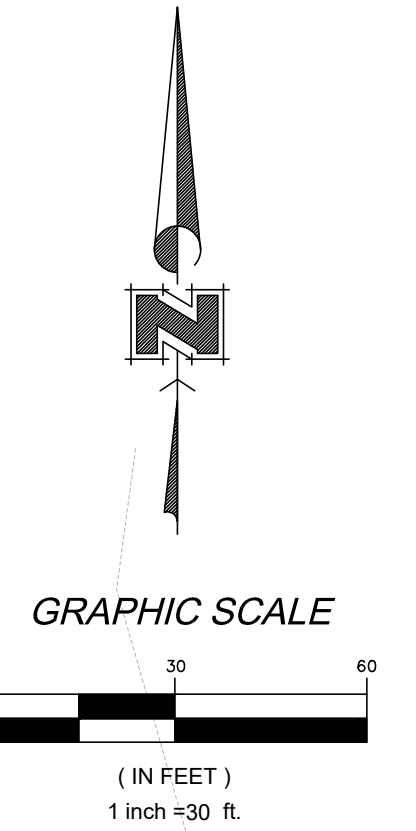
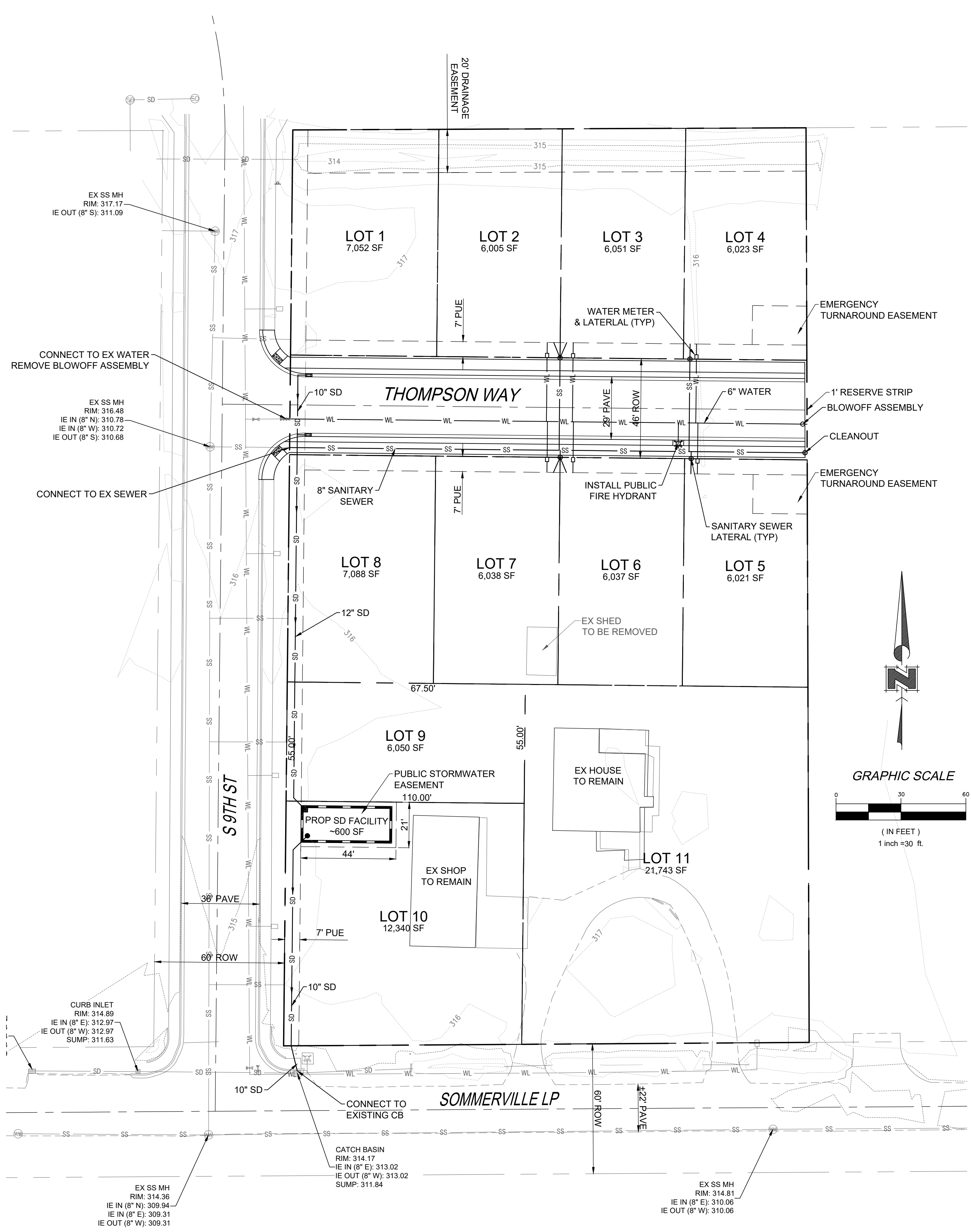
DATE: 8/13/24  
SHEET C2



1. PROVIDE PROTECTION FROM ALL VEHICLE TRAFFIC, EQUIPMENT STAGING, AND FOOT TRAFFIC IN PROPOSED INFILTRATION AREAS PRIOR TO, DURING, AND AFTER CONSTRUCTION.
2. DIMENSIONS:
  - a. WIDTH: 24\"/>
  - b. DEPTH: 6\"/>
  - c. SLOPE: 0.5% OR LESS
3. SETBACKS (FROM CENTERLINE OF FACILITY):
  - a. INFILTRATION SAND FILTERS MUST BE 10' FROM FOUNDATIONS AND 5' FROM PROPERTY LINES. FILTRATION SAND FILTERS DO NOT HAVE SETBACKS WITH AN APPROVED WATERPROOF LINER.
4. OVERFLOW:
  - a. OVERFLOW RIM ELEVATION MUST ALLOW FOR 3\"/>
  - b. PROTECT FROM DEBRIS, SAND, AND SEDIMENT WITH STRAINER OR GRATE.
  - c. OUTFLOW TO BE PIPED TO EXISTING DRAINAGE DITCH ON NORTH SIDE OF PROPERTY.
  - d. MAINTAIN A MINIMUM OF 0.5% SLOPE FROM OUTFLOW TO DRAINAGE DITCH.
5. PIPING: MINIMUM 6\"/>
6. DRAIN ROCK (MINIMUM): 12\"/>
7. SEPARATION BETWEEN DRAIN ROCK: DRAIN ROCK SHALL BE SEPARATED FROM SAND LAYER AND SURROUNDING SOIL BY A GEOTEXTILE FILTER FABRIC.
8. FILTER SAND:
  - a. 12\"/>
  - b. SEE SAND SPECIFICATION IN CITY OF EUGENE SWMM EXHIBIT 2-4.
9. SAND FILTER WALLS SHALL BE CONSTRUCTED OF CONCRETE BLOCKS OR APPROVED EQUAL.
10. INSTALL WASHED PEA GRAVEL OR RIVER ROCK TO TRANSITION FROM INLET OR SPLASH PAD TO FILTER SAND.
11. SAND FILTERS MUST MEET THE REQUIREMENTS PER CITY OF EUGENE SWMM SECTION 2.3.10 AND FILTRATION SAND FILTER TYPICAL SECTION PER SWMM APPENDIX C.

### SOMMERVILLE MEADOWS FILTRATION SAND FILTER DETAIL

NO SCALE



PROPOSED UTILITY PLAN  
 FOR  
**SOMMERVILLE MEADOWS**  
**HARRISBURG, OR 97446**  
 CITY OF HARRISBURG  
 PUBLIC WORKS DEPARTMENT

TL: 15S04W15  
 LOT: 03200

APPROVED:

NO.	DESCRIPTION	DATE	BY

**FAVREAU**  
**ENGINEERING**  
 2206 COUNTRY HAVEN DR  
 EUGENE, OR 97408 (541) 556-4425



DATE: 8/13/24  
 SHEET C3