

Planning Commission Meeting Agenda
November 17, 2020
7:00 PM

Chairperson: Todd Culver
Commissioners: Roger Bristol, Rhonda Giles, Jeremy Moritz, Kurt Kayner, Kent Wullenwaber and Susan Jackson.
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 Recorder/Assistant City Administrator Michele Eldridge, at 541-995-6655.*
7. *The Municipal Center is disinfected prior to meetings. Seating is staged 6' apart, but if there are multiple people in the room, there is a chance that seating could be closer together.*
8. *Masks are required, and the City asks for anyone running a fever, having an active cough or respiratory difficulties to not attend the 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

The minutes for October 20, 2020 are not yet available.

PUBLIC HEARING

THE MATTER OF THE WOODHILL CROSSING PRELIMINARY 31-LOT SUBDIVISION APPLICATION (LU 424-2020)

Due to the pandemic, and limitations of space at the Harrisburg Municipal Center, we are allowing people to provide testimony both in person, and via speaker phone. Up to 20 citizens can be allowed in the Center; some will be in an alternate room. When you arrive, we will ask you sign up if you wish to address the Planning Commission during the public hearing. The Planning Commission Chairperson will call the names on our list in the order of the listing. If there are more than 20 citizens who wish to testify, then people can wait in their cars, and staff will call them on their phone when it is their turn to testify.

ACTION: STAFF RECOMMENDS A MOTION TO CONDITIONALLY APPROVE THE WOODHILL CROSSING PRELIMINARY 31-LOT SUBDIVISION APPLICATION (LU 424-2020), SUBJECT TO THE CONDITIONS OF APPROVAL CONTAINED IN THE NOVEMBER 17, 2020 STAFF REPORT. AFTER CONSIDERATION OF PUBLIC TESTIMONY, THIS MOTION IS BASED ON FINDINGS PRESENTED IN THE STAFF REPORT TO THE PLANNING COMMISSION ON NOVEMBER 17, 2020, AND FINDINGS MADE BY THE COMMISSION DURING DELIBERATIONS ON THE REQUEST.

OTHERS

ADJOURN

Staff Report Harrisburg Planning Commission Harrisburg, Oregon

THE MATTER OF THE WOODHILL CROSSING PRELIMINARY 31-LOT SUBDIVISION APPLICATION (LU 424-2020)

STAFF REPORT EXHIBITS:

Exhibit A: Application Materials dated 10-12-2020

Exhibit B: Public Notice

Exhibit C: Public Testimony (Received prior to noon, 11.09.20)
Testimony received after this deadline but before 5:00 on the day of the meeting will be brought to the Planning Commission. All testimony received after noon on Nov 9, 2020, will be included with the minutes of this meeting.

ACTION:

STAFF RECOMMENDS A MOTION TO CONDITIONALLY APPROVE THE WOODHILL CROSSING PRELIMINARY 31-LOT SUBDIVISION APPLICATION (LU 424-2020), SUBJECT TO THE CONDITIONS OF APPROVAL CONTAINED IN THE NOVEMBER 17, 2020 STAFF REPORT. AFTER CONSIDERATION OF PUBLIC TESTIMONY, THIS MOTION IS BASED ON FINDINGS PRESENTED IN THE STAFF REPORT TO THE PLANNING COMMISSION ON NOVEMBER 17, 2020, AND FINDINGS MADE BY THE COMMISSION DURING DELIBERATIONS ON THE REQUEST.

APPLICANT: George Hale, DBA Woodhill Homes, 4500 Kruse Way, Lake Oswego, Oregon 97035

LOCATION: 930 Summerville Loop, Harrisburg, Oregon 97446

HEARING DATE: November 17, 2020

ZONING: R-1, Single Family Residential, R-2 Medium Density Residential

OWNER: Izetta Labar Trust, 930 Sommerville Loop, Harrisburg, Oregon 97446

BACKGROUND

The applicant is requesting Planning Commission approval for a Preliminary 31-Lot Subdivision on residentially zoned lands at 930 Sommerville Loop. The applicant

proposes a 2-phase development: Phase One consists of the creation of Lot 1, which is currently developed with an existing single-family residence. Phase Two is a 30-Lot residential subdivision on the remaining portions of the site, with a stormwater tract located at the northwestern most corner of the site. The subject site abuts the south side of Sommerville Loop, approximately 260 feet east of the South Sixth Street right-of-way and abutting South 9th Street to the south. The applicant’s proposal would divide a 7.15-acre parcel into 31-lots. As shown on the applicant’s tentative plat, lots will range in size from 7,000 square feet to 12,604 square feet.

INTRODUCTION

The following findings demonstrate that the submitted Site Plan Review application complies with all applicable approval criteria and related standards as set forth in the Harrisburg Municipal Code. The following evaluation includes findings of compliance with the applicable criteria, with informational items noted where appropriate. The approval criteria and related standards are listed below in **bold**, with Staff findings addressing each.

CRITERIA AND FINDINGS OF FACT

17.20.020 Submission of preliminary subdivision plat.

The subdivider shall prepare a preliminary subdivision plat and other supplementary material as may be required to indicate the general program and objectives of the project.

4. At the time of preparation of the preliminary subdivision plat, the subdivider shall get approval from Linn County for the proposed name of the subdivision. [Ord. 891, 2010; Ord. 739 § 3.020, 1998.]

The applicant has provided concurrence from the Linn County Surveyors regarding the proposed Woodhill Crossing subdivision name, as required by this section.

17.20.030 Information on preliminary subdivision plat.

ORS 92.050 requires that a plat for a subdivision or partition not be submitted until all of the requirements of ORS 92.050 and 209.250 have been met. The following information shall be shown on the preliminary subdivision plat or shall accompany it when it is submitted for approval.

The applicant has submitted a preliminary plat in compliance with this section.

17.20.040 Preliminary review of proposal.

1. Upon acceptance of the preliminary plat, the City Recorder shall provide one copy of the preliminary subdivision plat and supplementary material to each of the following:

2. These officials and agencies shall be given a reasonable period of time, not to exceed 15 days, to review the plat and to suggest any revisions that appear to be indicated in the public interest.

3. In the event the proposed subdivision consists of five or more acres, the Parks Committee shall be allowed up to one month to review the proposal and advise the Planning Commission if any of the land might be necessary to meet the goals of the Parks Master Plan. [Ord. 891, 2010; Ord. 739 § 3.040, 1998.]

The City Recorder provided notice in compliance with the above standards on October 12, 2020. Therefore, these criteria have been met

17.35.030 (4) Partitioning Procedures.

a. The partition is consistent with the standards of this title and HMC Title 18.

The preliminary plat of the proposed subdivision as conditioned within this staff report, is consistent with the standards of this title and HMC Title 18.

b. Vehicular access to the parcels to be created is adequate. (Criteria and findings apply for a major partition.)

Vehicular access is provided to the proposed subdivision through two right-of-ways', both of which connect to Sommerville Loop. The proposed streets are further addressed in HMC 17.40 in this report. As such, vehicular access is adequate, and this criterion has been met.

c. All necessary public utilities can be provided to the parcels to be created.

Sanitary Sewer: There is an existing 8-inch sewer line on 9th St., and an 8-inch line on Sommerville Loop on the eastern end of the proposed subdivision, which enlarges to a 10-inch line on the western end. Sewer laterals are required to be installed (**Condition 1**), due to DEQ requirements, and may not be deferred. All proposed lots will have sewer services stubbed out to them prior to the construction of the streets, in lengths that will not disturb street improvements when service connections are made.

Water: There is an existing 12-inch water line in Sommerville Loop. In addition, there is an existing 8-inch water line that dead ends on the end of 9th St., of which the right-of-way is shown as being extended to Sommerville Loop. Each separate lot must have its own distinct water service. Water service lateral connections to the public water mains are required to be installed when the new mainlines are installed and tested, therefore deferral of new water service laterals for the proposed lots may not be allowed. All proposed lots will have the water services stubbed out to them prior to the construction

of the streets, in lengths that will not disturb street improvements when service connections are made. **(Condition 2)**

In addition, best practices for a municipal water system include elimination of dead-end lines wherever possible. Therefore, the developer will be required to connect to the public water main that is currently available on S. 9th St. **(Condition 3)**, as well as to the water main line located on Sommerville Loop.

Storm Drainage: A 12-inch storm drainage line is located in Sommerville Loop, and there is historically a large amount of drainage that flows around and through the proposed subdivision. The City has received public testimony **(Exhibit C)** from property owners Wayne & Nancy Hayner, who own property abutting the proposed subdivision. They have expressed their concerns in relation to the stormwater system and how much additional drainage will be created due to the impermeable surfaces being developed.

The developer has provided for a 6,883 square foot detention pond located in Tract B, which is designed to help control stormwater flow from the subdivision into the storm drainage system located on Sommerville Loop. In addition, they have proposed a number of water quality planters, which assists with slowing the flow of drainage into the main stormwater system, and also helps the City meet the TMDL requirements set by the DEQ.

HMC 17.45.030(3) states that grading and drainage facilities must be installed conforming to City specifications as are necessary to provide proper drainage within the subdivision in order to assure healthful, convenient conditions for the residents of the subdivision and for the general public. The drainage plan shall ensure no impact on neighboring properties in excess of historic flow patterns. As such, the developer will be required to submit an engineered stormwater management and detention plan which must be approved by the City Engineer prior to recording the proposed subdivision plat. **(Condition 4)**

As conditioned, this criterion has been met.

d. Full and orderly development to the surrounding area can be maintained.

The proposed subdivision preliminary plat contains parcels that are small enough that no additional lots will be created. The preliminary plat includes the extension of City rights-of-way to Sommerville Loop, as well as the extension of full utility services to all 31 lots being proposed. Therefore, this criterion has been met.

17.40.020 Streets.

1. General. The location, width and grade of streets shall be considered in their relation to existing and planned streets, topographical conditions, public convenience and safety, and the proposed use of the land to be served by the streets. Where location is not shown in a comprehensive plan, the arrangement of streets in a subdivision shall either:

- a. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
- b. Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where physical conditions make continuance or conformance to existing streets impractical.

The applicant has submitted a Preliminary Plan that complies with the above criteria. South 9th Street will be continued to the existing right-of-way adjacent to the subject site at the southern boundary. Therefore, these criteria have been met

2. Minimum Right-of-Way and Roadway Widths.

The applicant has submitted a Preliminary Plat in compliance with the standards listed within the *2004 Harrisburg Transportation System Plan Addendum*, as the standards stated within the table at subsection b of this section do not reflect the community vision and current standard development patterns for Local streets within Harrisburg. The City Engineer has confirmed that paving widths of 32 feet are appropriate for the intended use and essential service providers. Therefore, these criteria have been met.

3. Reserve Strips. Reserve strips or street plugs controlling the access to streets shall be required for the protection of the public welfare or of substantial property rights.

No Reserve Strips will be required as part of this subdivision proposal.

4. Alignment. As far as practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in “T” intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction, and otherwise shall not be less than 125 feet.

South 9th Street will be aligned to the existing street to the south. The westernmost T intersection will be located approximately 180 feet from the centerline of Spurlock Street to the west, which is greater than the minimum requirement. Therefore, this criterion has been met.

5. Future Extension of Streets. Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision, and the resulting dead-end streets may be approved without a turnaround. Reserve strips and street plugs may be required to preserve the objectives of street extensions.

The extension of South 9th will intersect at the southernmost property line and adjoin the existing right-of-way to the south. No dead-end streets are proposed. Therefore, this standard has been met.

6. Intersection Angles. Streets shall be laid out to intersect at angles as near to right angles as practical but in no case shall the acute angles be less than 60 degrees unless there is a special intersection design. The intersection of arterial or collector streets with other arterial or collector streets shall have at least 100 feet of tangent adjacent to the intersection. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersections. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle.

The proposed streets intersect at right angles. Therefore, this criterion has been met.

7. Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of subdivision.

The adjacent streets, Sommerville Loop (Collector) and South 9th Street (Local) are of sufficient right-of-way width. Therefore, no additional right of way is required with this application beyond what is proposed.

8. Half Streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision, when in conformity with the other requirements of these regulations, and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract. Reserve strips and street plugs may be required to preserve the objectives of half street.

No half streets are proposed with this application. Therefore, this criterion is not applicable.

9. Cul-de-Sacs. A cul-de-sac shall be as short as possible and shall have a maximum length of 300 feet unless environmental features or permanent obstacles require a depth greater than 300 feet. Cul-de-sacs will not be permitted where the street would logically connect to a future street that has not been constructed. In these cases, for the case of future connectivity, the street shall be stubbed out.

No Cul-de-Sacs are proposed with this application. Therefore, this criterion is not applicable.

10. Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the names of existing streets. Street names shall conform to the established pattern in the City and shall be subject to the approval of the Planning Commission.

No street names have been provided on the Preliminary Plat for the newly created rights-of-way. Therefore, **Condition 5** is warranted. As conditioned, this standard has been met.

11. Curves. Center line radii of curves shall not be less than 300 feet on major arterials, 200 feet on secondary arterials, or 100 feet on other streets.

All centerline radii detailed on the submitted preliminary Plat are shown in compliance with this criterion. Therefore, this standard is met.

12. Streets Adjacent to Railroad Right-of-Way.

No existing or proposed streets are adjacent to railroad right-of-way. Therefore, this criterion is not applicable.

13. Bulb-Outs.

a. All residential neighborhoods shall have a five-foot bulb-out on each side of an intersection.

id-block bulb-out shall be required if a block length exceeds 630 feet.

No subdivisions located in the City of Harrisburg have bulb-outs. Further, the bulb-outs are much more conducive to the slowing of traffic when used in relation to a street with higher mph standards than local streets. Therefore, not requiring bulb-outs will be consistent with surrounding properties and developments and may be waived by the Planning Commission under HMC 17.50.020. This criterion does not apply.

14. Mailbox Clusters. In a residential subdivision, mailboxes shall be installed by the developer in clusters of locked mailboxes or groupings of multiple mailboxes, in the manner required by Section 1111 of the Oregon Structural Specialty Code (2010), and as approved by the United States Postal Service and the City. The mailboxes shall not reduce the intended width of the public sidewalk.

No mailbox clusters area is shown on the submitted Preliminary Plan. Therefore, **Condition 6** is warranted:

17.40.030 Blocks.

1. Size and Width. No block length shall be more than 630 feet. Except where cul-de-sacs are used, block perimeters will not exceed 1,800 feet.

a. Exceptions to the maximum block length will be considered when, due to environmental constraints or permanent obstacles in the built

environment, a longer block length is necessary. The exception will be considered on a case-by-case basis, with the difficulty of building around the environmental or built environmental feature the determining factor in permitting block length longer than minimum requirements.

The proposed block lengths are approximately 740 feet and 700 feet, which are greater than the 630 feet maximum length permitted. The applicant has requested an exception to the maximum block length standard of HMC 17.40.030 due to stated physical and environmental constraints of developing this infill site, specifically the probable wetlands throughout the project site, and existing right of way facilities to the southeast. The applicant intends to submit an approved wetland delineation, and a fill/removal permit as necessary, providing for development of the site as presented. Receiving state approval for development of the project site would negate the stated environmental constraint and make the exception request invalid. South 9th Street to the southeast creates a permanent physical obstacle at the eastern portion of the site, yet no known permanent obstacles in the built environment exist on site that would necessitate the need for a longer block length to the west.

Ultimately, the applicant’s argument regarding environmental constraints would be negated through a delineation and subsequent fill/removal permit. However, Staff is supportive of the increased block length due to the unusual size and shape of the parcel, the efficient use of land, and the maximization of needed housing in the community. By strictly applying the 630-foot maximum standard, the subdivision configuration would likely result in fewer lots with no net benefit. Allowing block length extensions is well documented in Harrisburg, as discussed further within this report. The Planning Commission has discretion in determining the applicability of this criterion on the proposal and to grant or deny the applicant’s exception request.

b. When an exception to maximum block lengths is approved, pedestrian access ways will be required in order to provide direct access to the sidewalk.

As required above, pedestrian access ways shall be required if granted an exception to 17.40.030(1)(a). The applicant has requested an additional exception to the pedestrian access standard listed above and has not provided a pedestrian access way on the submitted Preliminary Plat. The HMC allows for exceptions to the subdivision standards through the following standard at 17.50.010:

The Planning Commission may modify the standards and requirements of this title if the subdivision or partition comprises a complete neighborhood unit, a large-scale shopping center or a planned industrial area. The Planning Commission shall determine that such modifications are not detrimental to the public health, safety and welfare and that adequate provision is made within the development for traffic circulation, open space and other features that may be required in the public interest.

The applicant argues that the Harrisburg Municipal Code does not clearly define complete neighborhood unit, and has referenced the term Neighborhood Unit as originated and developed by Clarence Perry in the mid-1920s. Perry’s definition would not seem relevant to this application, and staff will not attempt to define the term or its applicability, if any, to this application.

Staff has further reviewed ADA requirements, and while a pedestrian walkway could be warranted by the language in our Municipal Code, it has been determined that not having a pedestrian walkway is not in violation of any ADA requirements. Such pathways may be waived by the Planning Commission under HMC 17.50.010.

Concerning the matter of “pedestrian access ways” when an exception is made to maximum block length; there are two specific examples where the pedestrian connection standard has been applied in Harrisburg. Those are located in the Harriswood and Harris Glenn subdivisions. However, it should be noted that both of these examples have been determined to be in relation to neighborhood parks. There is no park in the vicinity of this partition plat, nor is there an improved right-of-way for 9th St. north of this proposed subdivision.

The Planning Commission has discretion in reviewing the requested exception based on the interpretation of the term “complete neighborhood unit” and its application to this request. If the Planning Commission agrees that a pedestrian walkway is not required, then it should not adopt the condition below. If they do feel that a pedestrian walkway is required, then the following condition may be warranted. If added, this would become **Condition 13.**

Prior to Final Plat approval, the applicant shall revise the plat to show compliance with the standards at 17.40.030(b), contingent upon a Planning Commission granted exception to the standard at 17.40.030(1)(a). The pedestrian connection shall provide direct pedestrian access from Sommerville Loop to the newly created street within the proposed subdivision. The applicant will be required to show compliance with the Public Works design standard widths for pedestrian facilities prior to Final Plat Approval.

2. Easements.

a. Utility Lines. Easements for sewers, water mains, electric lines or other public facilities shall be dedicated whenever necessary. All public utilities shall be underground.

b. Watercourses. If a subdivision or partition is traversed by a watercourse such as a drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the watercourse and such further width as will be adequate for the purpose.

c. Pedestrian Ways. Pedestrian walkways and access ways shall be included wherever possible to connect a new development to existing sidewalk networks.

d. Bicycle Access. New development should accommodate safe and convenient pedestrian and bicycle access to surrounding residential and commercial development.

The submitted Preliminary Plat shows all proposed easement locations in compliance with this section. Pedestrian Ways and Bicycle Access are shown to accommodate safe and convenient travel to surrounding developments, with the exception of the pedestrian connection required post Planning Commission granted exception as noted above. No watercourses exist on site. Therefore, these criterion have been met.

17.40.040 Lots.

1. Size and Shape. Lot size, width, shape and orientation shall be appropriate for the location of the subdivision and for the type of use contemplated.

a. No lot shall be dimensioned to contain part of an existing or proposed street.

b. Lot depth shall not exceed two-and-one-half times the average width.

c. These minimum standards shall apply with the following exceptions:

(1) In areas that will not be served by a public water supply or by a public sewerage system, minimum lot sizes shall conform to the requirements of the Linn County Environmental Health Program.

(2) In areas served by a public water supply and a public sewerage system, lot sizes and widths shall conform to the standards of HMC Title 18.

(3) Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street parking and service facilities required by the type of use contemplated.

The submitted Preliminary Plat shows 31 residentially zoned lots in compliance with the above criteria.

2. Each lot shall abut upon a street other than an alley for a width of at least 25 feet.

All 31 lots shown on the Preliminary Plat have a minimum 25 feet of frontage upon the shown streets. Therefore, this criterion is met.

3. Through Lots. Through lots shall be avoided except where they are essential to provide separation of residential development from major

traffic arteries or adjacent nonresidential activities or to overcome specific disadvantages of orientation. A planting screen easement at least 10 feet wide and across which there shall be no right of access may be required along the line of lots abutting such a traffic artery or other incompatible use.

No through lots are proposed with this subdivision application. Therefore, this criterion is not applicable.

4. Lot Side Lines. The side lines of lots, as far as practicable, shall run at right angles to the street upon which the lots face. [Ord. 739 § 7.040, 1998.]

With the exception of lot lines between lots 7 and 8, and 30 and 31, all lot lines run at right angles to the street upon which they face. The exceptions are shown with lot lines running in an orientation that is as practicable as possible and parallel and/or perpendicular to adjacent lot lines. Therefore, this criterion is met.

17.45.030 Improvement Requirements.

The City has improvement requirements which are addressed throughout both HMC Title 17 and HMC Title 18. Most of those have been addressed in other locations in this staff report. The following are requirements not addressed elsewhere.

7. Signs. Install appropriate traffic signage and sign posts according to City standards and project approvals.

The developer shall install street signs and sign posts as required and approved by the PW Director, in accordance with traffic laws. If the developer plans on installing a subdivision sign at the front of the subdivision, then the location of such shall be shown on a plan. The plat shall be revised to show the locations of all signs as required by **Condition 7**. As conditioned, this requirement has been met.

9. Fire Hydrants. Fire hydrants shall be installed in accordance with City standards and as approved by the City Engineer. The location will be coordinated with the Fire Chief and Public Works Director.

The Fire Chief has asked for the fire hydrant located on the southwest corner of the right-of-way adjacent to lots 27 and 28, to be moved to the east, to be located adjacent to the lot lines on lots 25 and 26. The developer shall show this location change on the revised plat (**Condition 8**). As conditioned, this requirement has been met.

10. Street Lighting. Street lights shall be installed in accordance with a City approved street lighting plan, prior to acceptance of improvements for a subdivision or major partition. All street lights shall be equal to or compatible to the existing City system.

Street lights are required in this subdivision, the location of which shall be shown on the preliminary plat revision in **Condition 9**. As conditioned, this requirement has been met.

18.15.060 Lot size and frontage.

Except as provided in HMC 18.15.100 or 18.90.100, in an R-1 zone:

- 1. The minimum lot size shall be 7,000 square feet.
- 2. The minimum lot width at the front building line shall be 60 feet; except on a cul-de-sac the minimum lot width at the front building line shall be 50 feet.
- 3. The minimum lot depth shall be 80 feet.
- 4. A lot shall have a minimum of 50 feet of frontage along a public right-of-way, except on a cul-de-sac where a lot shall have a minimum of 35 feet of frontage along a public right-of-way. [Ord. 882 § 3.040, 2010.]

All R-1 zoned lots shown on the Preliminary Plat are a minimum of 7,000 square feet. All lots show a minimum width at the building setback line of greater than 60 feet. All R-1 zoned lots show a minimum depth of 80 feet. All R-1 zoned lots show a minimum frontage of 50 feet along the proposed and existing rights-of-way. Therefore, these criteria have been met.

18.20.050 Lot size and frontage.

Except as provided in HMC 18.20.090 or 18.90.100, in an R-2 zone:

- 1. For single-family and multifamily dwellings, residential care homes, and residential care facilities:
 - a. The minimum lot size shall be 7,000 square feet.
 - b. The minimum lot width at the front building line shall be 60 feet; except on a cul-de-sac the minimum lot width at the front building line shall be 50 feet.
 - c. The minimum lot depth shall be 80 feet.
 - d. A lot shall have a minimum of 50 feet of frontage along a public right-of-way, except on a cul-de-sac where a lot shall have a minimum of 35 feet of frontage along a public right-of-way.
- 2. For a duplex on a single lot:
 - a. The minimum lot size shall be 8,000 square feet.
 - b. The minimum lot width at the front building line shall be 60 feet, except on a cul-de-sac the minimum lot width at the front building line shall be 50 feet.
 - c. The minimum lot depth shall be 80 feet.
 - d. The lot shall have a minimum of 50 feet of frontage along a public right-of-way, except on a cul-de-sac where the lot shall have a minimum of 35 feet of frontage along a public right-of-way.
- 3. For a duplex with each dwelling on a separate lot:
 - a. The minimum lot size shall be 4,000 square feet.

b. The minimum lot width at the front building line shall be 30 feet, except on a cul-de-sac the minimum lot width at the front building line shall be 25 feet.

4. For townhomes:

a. The minimum lot area shall be 3,500 square feet for dwellings attached to one other dwelling and 2,500 square feet for dwellings attached to more than one other dwelling.

b. The minimum lot width at the front property line shall be 25 feet.

c. The minimum lot depth shall be 80 feet. [Ord. 882 § 3.140, 2010.]

All R-2 zoned lots shown on the Preliminary Plat are a minimum of 7,000 square feet. All lots show a minimum width at the building setback line of greater than 60 feet. All R-2 zoned lots show a minimum depth of 80 feet. All R-2 zoned lots show a minimum frontage of 50 feet along the proposed and existing rights-of-way. Therefore, these criteria have been met.

18.65.010 Local wetland protection and wetland notification.

1. This chapter is applicable to all wetlands within the City of Harrisburg, whether on the Local Wetlands Inventory (LWI) map1 or not.

2. Wetland review, as defined by this code, is applicable to development on parcels containing any wetland protection area.

The submitted Preliminary Plat shows area of probable wetlands within the proposed development boundary.

HMC 18.65.040 defines “Local Wetlands Inventory” or “LWI” as:

“the map and report attached to the ordinance codified in this chapter and incorporated by reference as Appendix A, and any subsequent revisions as approved by the Oregon Department of State Lands, that identify the location of wetlands and probable wetlands. The LWI is a comprehensive survey and assessment of all wetlands over one-half acre in size within the urbanizing area. This includes both locally significant wetlands and wetlands that are not identified as locally significant. This also includes “probable wetlands,” which are areas noted during the course of the LWI field work that appear to meet, or do meet, wetland criteria but are small or of undetermined size, and are mapped as a point rather than a polygon on the LWI map.”

The site contains areas of probable wetlands as shown on the Local Wetland Inventory Map adopted and approved on September 8, 2011. Therefore, the criterion of this chapter are applicable.

On October 30, 2020 the Department of State Lands provided the following comment regarding the proposed subdivision:

*“We received the general paper notice regarding this proposed 31-lot subdivision. We have an old determination for this site, WD2006-0533, stating that wetlands and hydric soils are present on the site, that a wetland delineation is needed and that a permit may be needed (the planning department was copied on the response). A delineation was never submitted and we have no other records relating to this site. The Statewide Wetlands Inventory shows predominantly hydric soils and NHD streamline mapped onsite, both are flags for required wetland land use notice submittal (the city would use features on the LWI – and the wetland map included in the application) for this purpose...
...Wetlands and waters delineations are not valid for permitting unless they have been submitted to, reviewed and approved by DSL. We have not received a delineation report for review for this site.”*

18.65.050 Prohibited activities within wetland protection areas.

Except as exempted or allowed in this code, the following activities are prohibited within a wetland protection area:

- 1. Placement of new structures or impervious surfaces.**
- 2. Excavation, grading, fill, or removal of vegetation.**
- 3. Expansion of areas of landscaping with nonnative species, such as a lawn or garden, into the wetland protection area.**
- 4. Disposal or temporary storage of refuse, yard debris, or other material.**
- 5. Any use not specifically allowed or exempted, or granted a variance, under this chapter. [Ord. 910, Exh. A, 2013.]**

In order for the proposed subdivision to be constructed as presented, a Department of State Lands approved delineation and potential fill/removal permit will be required. Condition 10 is therefore required.

It is recommended that the applicant contact the Department of State Lands to discuss options for the site going forward:

Matthew Unitis
Jurisdictional Coordinator
Aquatic Resource Management Program
Department of State Lands
775 Summer Street NE
Salem, Oregon 97301
503-986-5262
Matthew.Unitis@state.or.us

OTHERS:

HMC 12.20. Unless affected by this chapter or other City ordinances, and subject to the responsibility of developers in subdivisions, street trees shall be planted in all planter strips that are a minimum of four-feet in width or larger.

b. Forty feet apart if they are on the City’s approved street tree list for a six-foot planter strip.

It has long been the City’s policy that street trees should be planted when public improvements are undertaken. All newer subdivisions in Harrisburg have required street trees. The preliminary plat shows a 7 ½ foot planter strip. The City addresses the distance between trees, based on the size of the planter strip. Planter strip sizes are listed at five-feet or less, six-foot, and eight-foot. Therefore, the City will require street trees to be planted every 40-feet in the planter strip of this plat. Trees shall be healthy grown nursery stock, be a minimum of one-and-one-half inch caliper at six inches above ground level, and be at least eight feet high. The developer has a choice of trees available for this size of planter strip. Because of a surfeit of maple trees in town, the City asks the developer to plant a tree from the list that is not a maple tree. (**Condition 11.**)

CONCLUSIONS

As shown in the above findings, the Preliminary Subdivision application contains areas subject to Planning Commission discretionary review that have not been satisfied prior to the November 17, 2020 Planning Commission hearing. Additionally, a wetland delineation has not been provided to show how future streets and residential construction will meet minimum state and local wetland standards.

As conditioned, the submitted application can be made to comply with minimum standards prior to Final Plat approval.

PLANNING COMMISSION ACTION

The Planning Commission has three options with respect to the subject application:

- 1. Approve the request;
- 2. Approve the request with modifications/conditions; or
- 3. Deny the request based on the findings and deliberations.

The staff recommended motion is located on the top of this report, and in the Planning Commission agenda.

RECOMMENDED CONDITIONS OF APPROVAL:

- 1. **Sewer Services** – Prior to improving the proposed streets in the subdivision, lateral services will be installed to each proposed lot in sufficient lengths and depths to not disturb street improvements when service connections are made.
- 2. **Water Services** – Prior to improving the proposed streets in the subdivision, lateral services will be installed to each proposed lot in sufficient lengths and depths to not disturb street improvements when service connections are made.

3. **Water Main Connections** – Prior to improving the proposed streets in the subdivision, the water line existing on S. 9th St. south of the proposed subdivision shall be extended and connected to Sommerville Loop water mains.
4. **Storm Drainage** – Prior to Final Plat approval, the developer shall submit an engineered stormwater management and detention plan, showing no impact on neighboring properties beyond historical storm water flow. This plan must be approved by the City Engineer.
5. **Street Names** - Prior to Final Plat approval, the applicant shall revise the plat to show compliance with the standards at 17.40.020(10).
6. **Mail Box Clusters** - Prior to Final Plat approval, the applicant shall revise the plat to show compliance with the standards at 17.40.020(14). Mail box clusters shall be required for the residential subdivision.
7. **Signs** – Prior to Final Plat approval, the plat shall be revised to show the location of all signs located within the proposed subdivision. Signs shall be in accordance with traffic laws, and shall be approved by the Public Works Director.
8. **Fire Hydrants** – Prior to Final Plat approval, the preliminary plat shall be revised to show the fire hydrant location to be moved from between lots 27 and 28, to the location between lots 25 and 26. The type and locations of Fire Hydrants will be approved by the Fire Chief and the Public Works Director.
9. **Street Lights** - Prior to Final Plat approval, the preliminary plat shall be revised to show the locations of street lights. Design type of street lights will be approved by the Public Works Director.
10. **Wetlands** - Prior to Final Plat approval, the applicant shall submit a wetland delineation report and approval from the Department of State Lands showing the proposed preliminary layout in compliance with the standards listed under 18.65, and/or a state issued fill/removal permit for development in areas of known wetlands. No construction, grading, excavation, fill/removal shall be permitted prior to submission of an approved wetland delineation and an approved wetland fill/removal permit for areas of development within any delineated wetland boundary.
11. **Street Trees** – Prior to Final Plat approval, the applicant shall revise the plat to show compliance with the standards shown in HMC 12.20. The type of tree chosen must be from the approved street tree list and shall not be a maple tree.
12. **Submission of Final Plat** - Applicant shall file a final subdivision plat with Linn County within six months following the Planning Commission’s approval of the subdivision application, unless an extension is timely requested and granted.

OTHER DEVELOPMENT CONSIDERATIONS:

- a. Prior to the Final Plat being recorded, Demolition Permits for accessory structures must be obtained and finalized according to the City's Demolition Permit requirements.
- b. If there are any wells on the property that will not be used, they shall be properly abandoned by a licensed well driller.
- c. A separate Development Agreement between Applicant and the City of Harrisburg will be required before construction begins. The Development Agreement will include bond and deposit requirements, as well as other engineering requirements.
- d. 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 streetlights (type to be approved by the Public Works Director), fire hydrants, manholes, sidewalks, street signs and mail receptacles. These items shall be completed prior to any occupancy, except that sidewalks shall be installed prior to the occupancy of the particular lot.
- e. 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.



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

LAND USE APPLICATION

STAFF USE ONLY	
File Number:	LU 429-2000
Date Received:	10/7/10-8
Fee Amount:	\$ 3,025

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"/> Zoning Ordinance Text Amendment*

*A Pre-Application Conference with City Staff is Required

PLEASE PROVIDE A BRIEF SUMMARY OF THE PROPOSAL	
Project Description	Tentative Subdivision Plat for a 31-lot residential subdivision
Project Name	Highview Addition Subdivision

The City of
Harrisburg
OCT 7 2020
RECEIVED

*No
PAYMENT
RECEIVED
Ch*

PRIMARY CONTACT AND OWNER INFORMATION	
Applicant's Name	George Hale, dba Woodhill Homes
Phone	(503)358-7067
Email	ghale@woodhillhomes.net
Mailing Address	4500 Kruse Way Lake Oswego, Oregon 97035
Applicant's Signature	
Date	
Property Owner Name	Izetta Labar Trust
Phone	541-968-2960
Email	bee7keeper@gmail.com
Mailing Address	930 Sommerville Loop, Harrisburg, Oregon 97446
Owner Signature	<i>David Labar</i>
<small>dotloop verified 08/27/20 5:32 AM PDT AJYN-5810-YMJN-LMSY</small>	
*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	930 Sommerville Loop, Harrisburg, OR 97446
General Location Description	South of Sommerville Loop; 260' east of S. 6th St.
Assessor's Map Number(s)	Related Tax Lot(s)
Map # 15S-04W-15	Tax Lot(s) # 3700
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 http://linn-web.co.linn.or.us/propertywebquerypublic/	
Lot Area	7.44 AC ±

LAND USE AND OVERLAY ZONES	
Existing Zone(s)	<input style="width: 95%;" type="text" value="R-1 and R-2"/>
Existing Comprehensive Plan Designation(s)	<input style="width: 95%;" type="text" value="Low and Medium Density Res."/>
Please select any of the following zone overlays or natural areas that apply to the subject site:	
<input type="checkbox"/> Historic Overlay	<input type="checkbox"/> Willamette River Greenway
<input type="checkbox"/> Riparian Corridors	<input type="checkbox"/> Wetlands
<input type="checkbox"/> Floodplain	
*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 checked="" type="checkbox"/> Assessor's Map with Applicable Tax Lots Highlighted	<input type="checkbox"/> Architectural Floor Plans
<input type="checkbox"/> Site Plan	<input type="checkbox"/> Utilities Plan
<input type="checkbox"/> Survey / ALTA	<input type="checkbox"/> Geotechnical Report/Site
<input checked="" type="checkbox"/> Aerial Photograph / Existing Land Use(s) Map	<input type="checkbox"/> Assessment
<input checked="" type="checkbox"/> Zoning Map (if applicable, show proposed change(s))	<input checked="" type="checkbox"/> Electronic Versions of Exhibits
<input type="checkbox"/> Comprehensive Plan Map(s) (if applicable, show proposed changes))	<input checked="" type="checkbox"/> Application Fee
<input checked="" 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

N/A

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

31-lot residential subdivision

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

N/A

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.

Tentative Minor Partition Plat

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:

None at this time

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.

TENTATIVE SUBDIVISION PLAT APPLICATION & FINDINGS OF FACT

GENERAL INFORMATION

NATURE OF REQUEST: Preliminary subdivision plat for “Woodhill Crossing” a phased 31-lot residential subdivision.

APPLICANT: Woodhill Homes
George Hale
4500 Kruse Way
Lake Oswego, Oregon 97035
(503) 358-7067
ghale@woodhillhomes.net

OWNER: Izetta Labar Trust
930 Sommerville Loop
Harrisburg, Oregon 97446

REPRESENTATIVE: Udell Engineering and Land Surveying, LLC
Brian Vandetta
63 East Ash Street
Lebanon, OR 97355
(541) 451-5125
brian@udelleng.com

ADDRESS/LOCATION: 930 Sommerville Loop, Harrisburg, OR 97446
Parcel 2 of Partition Plat No. 2017-053 / CS26317

MAP/TAX LOT: Linn County Tax Assessor’s Map No. 15S – 04W – 15 Tax
Lot 3700

COMP. PLAN: Medium Density Residential District &
Low Density Residential District

ZONING: Multi-Family Residential (R-2) District &
Single-Family Residential (R-1) District

CURRENT LAND USE: Single-Family Residence

Summary

A preliminary subdivision plat application for “Woodhill Crossing” a phased 31-lot residential subdivision. The subject property is located at 930 Sommerville Loop and identified as Linn County Tax Assessor’s Map No. 15S-04W-15 Tax Lot 3700. The subject site is located south of Sommerville Loop approximately 260 feet east of the South Sixth Street right-of-way. The proposal will divide an existing 7.15-acre parcel into 31-lots and two tracts. Phase One consists of the creation of Lot 1, which is developed with an existing residence. Phase Two is the remaining 30-lots. As shown on the lot layout plan, lots will range in size from 7,000 square feet to 12,586 square feet.

Analysis of Code Criteria

According to HMC 17.20.050, tentative approval of a preliminary subdivision plat is granted the Planning Commission upon consideration at a public hearing. The Commission may approve the preliminary plat as submitted, as modified, or disapprove the preliminary plat as submitted. Specific review criteria for approval of a preliminary subdivision plat is not provided in the HMC. However, HMC 17.40.010 states that subdivisions must conform to the requirements of state law and the standards established by Title 17. Findings and conclusions to relevant sections of Title 17 and Chapters 18.15 and 18.20 of HMC are provided below.

1. The preliminary subdivision plat is consistent with the standards of HMC 18.15 and HMC 18.20.

Findings of Fact

- 1.1 The subject site is located at 930 Sommerville Loop and identified as Linn County Tax Assessor’s Map No. 15S – 04W – 15 Tax Lot 3700.
- 1.2 The proposal will divide an existing 7.15-acre parcel of land into 31-lots and two tracts.
- 1.3 “Woodhill Crossing” is a proposed phased subdivision. Phase One consists of the creation of Lot 1, which is developed with an existing residence. Phase Two is the remaining portion of the site, which includes 31 lots and two tracts.
- 1.4 The subject property is split zoned with the eastern portion of the property located in the Single-Family Residential (R-1) District and the western portion of the property in the Multi-Family Residential (R-2) District.
- 1.5 The purpose of the R-1 zone according to HMC 18.15.010 is to provide low density residential areas, together with needed urban services; to provide opportunities to upgrade the housing stock within the City; and maintain stable residential neighborhoods. The proposal will help to achieve that purpose by creating lots for residential development with access to streets and utilities.
- 1.6 A minimum of two dwellings per net acre is required in the R-1. The subject site contains approximately 2 net areas of R-1 zoned land which equates to a minimum of approximately 4 dwellings. The proposal includes development of approximately 12 lots within the R-1 zone, which can be developed with 12 dwelling units thus exceeding the minimum density requirement of the zone.
- 1.7 Residential uses permitted outright in the R-1 zone as stated under HMC 18.15.030 included, one single-family dwelling unit per lot; duplexes as allowed in HMC

18.15.100; one manufacture dwelling, per lot; and associated accessory structures. The applicant proposed residential uses as permitted under HMC 18.15.030.

1.8 The lot size and dimensional standards in the R-1 zone are provided in the table below.

Table One: R-1 Zone Lot Size and Dimensional Standards

Use	Min. Lot Size	Min. Lot Width*	Min. Lot Depth	Min. Frontage Width
Single-Family	7,000 sf	60'/50' (cul-de-sac)	80'	50'/35' (cul-de-sac)

*measured at front building line

1.9 As shown on the lot layout plan sheet, all proposed lot either meet or exceed the average minimum lot size of 7,000 square feet for single-family development in the R-1 zone. Likewise, all proposed lots have dimensions that meet or exceed the minimum width and depth standards.

1.10 The minimum setback requirements for the R-1 zone are as follows: 15-foot front setback; 20-foot vehicle entrance setback; 5-foot interior setback; 15-foot street setback; and 20-foot rear setback.

1.11 Lot One is located in the R-1 zone and developed with a single-family dwelling unit with associated accessory structures. The proposed subdivision will create new interior and rear property lines in closer proximity of existing structures.

As shown on the lot layout plan sheet, the distances between the existing residence and proposed property lines exceed the minimum setback standards of the R-1 zone. The accessory structures that would become nonconforming with minimum setback standards of the R-1 zone are proposed to be demolished prior to the recordation of the final plat.

1.12 The R-2 zone has a maximum density requirement of 12 residential units per net acres. The subject site contains approximately 3.31 net areas of R-2 zoned land which equates to a maximum of approximately 42 dwellings. Approximately, 19 lots are proposed within the R-2 zone, which can be developed with 21 dwelling units thus not exceeding the maximum density requirement of the zone.

1.13 The lot size and dimensional standards in the R-2 zone vary based on use. The standards by use are provided in the table below:

Table Two: R-2 Zone Lot Size and Dimensional Standards

Use	Min. Lot Size	Min. Lot Width*	Min. Lot Depth	Min. Frontage Width
Single-Family & Multi-family	7,000 sf	60'/50' (cul-de-sac)	80'	50'/35' (cul-de-sac)
Duplex on single lot	8,000 sf	60'/50' (cul-de-sac)	80'	50'/35' (cul-de-sac)

Duplex with each dwelling on a separate lot	4,000 sf	30'/25' (cul-de-sac)	N/A	N/A
Townhome	3,500 sf	25'	80'	N/A

*measured at front building line

- 1.14 As shown on the lot layout plan sheet, all proposed lots meet the average minimum lot size of 7,000 square feet for single-family development in the R-2 zone. Likewise, all lots have dimensions that are at least 60 feet in width and 80 feet in depth. Therefore, all lots meet the minimum standards of the underlying zone district.
- 1.15 All lots have side lot have at least 50 feet of frontage on a public street with lines running at right angles to the street in which they front.
- 1.16 The remaining portion of the subject site is unimproved. Upon development of proposed lots, minimum setbacks, maximum lot coverage, and maximum height standards will be reviewed for conformance with applicable development standards of the R-1 zone and R-2 zone.

Conclusions

- 1.1 The proposal meets the respective underlying development standards of the R-1 and R-2 zoning district.
- 1.2 All lots will have frontage along a public street.
- 1.3 There are no foreseeable difficulties in securing building permits to building on the proposed lots.
- 1.4 This criterion is met.

2. Access to the lots to be created is adequate.

Findings of Fact

- 2.1 The proposal is to divide one existing parcel of land into 31-lot residential subdivision with two tracts.
- 2.2 Based on ITE trip generation rates, single family homes generate 9.55 vehicle trips per day and 0.99 trips during the peak PM traffic hour. The development will create 31 new vacant lots, each of which could be developed with a single-family home. Construction of 31 homes would add about 296 new vehicle trips per day to the public street system. About 31 of those trips would occur during the peak p.m. traffic hour.
- 2.3 Harrisburg’s Transportation System Plan does not identify any level of service or congestion issues adjacent to the proposed development.
- 2.4 The subject site is bordered by Sommerville Loop to the north with South Ninth Street terminating at the site’s south boundary.
- 2.5 HMC 17.40.020 states that the location, width and grade of street shall be considered in their relation to existing and planned streets, topographical conditions, public convenience and safety, and the proposed use of the land to be served by the streets.

- 2.6 In accordance with HMC 17.40.020(1)(a), an extension of South Ninth Street is proposed through the subject property with a connection to Sommerville Loop (see C2.0, Lot Layout). As shown in the lot layout plan, the proposed street extension will be in alignment with the existing South Ninth Street right-of-way and similar in size. Minor deviations in the width of the curb-to-curb pavement area, planter strips, and sidewalks are proposed to allow for adequate space for water quality planters within the subdivision.
- 2.7 A new local street is also proposed to provide circulation through the site and a secondary access to Sommerville Loop. This street is proposed to be dedicated as public right-of-way and constructed similar to the South Ninth Street extension (see Sheet C2.0, Lot Layout).
- 2.8 Right of dedication of the proposed interior streets will occur prior to or with recordation of the final plat map. Right-of-way and pavement widths will be 60-foot and 32-foot respectively, as shown as Tract A on the lot layout plan sheet.
- 2.9 Street improvements to the south portion of Sommerville Loop along the frontage of the subject property are also proposed. Improvements include a curb tight sidewalk, water quality planters, and curbs (see Sheet C2.0, Lot Layout).
- 2.10 Sommerville Loop is classified as a collector street and is not constructed to city standards. The street is constructed to rural county standards and does not have curb or sidewalk. The right-of-way width across the frontage of the site is 60 feet. Pavement width is about 22 feet and provides for a vehicle travel lane in each direction.
- 2.11 According to Table 2.2 (Street Width Matrix) of the 2004 Harrisburg Transportation System Plan Addendum, the minimum standards for a collector street are as follows: 60-foot right-of-way with 36-foot pavement width. Improvements within the right-of-way included curbs, 6-foot-wide landscaping strips, and 5.5-foot-wide sidewalks on either side of the street with two 7.5-foot-wide parking lanes and 9-foot-wide travel lanes.
- 2.12 According to Table 2.2 (Street Width Matrix) of the 2004 Harrisburg Transportation System Plan Addendum, the minimum standards for a local street are as follows: 50-foot right-of-way with 36-foot pavement width. Improvements within the right-of-way include 5.5-foot-wide landscaping strips and 5-foot-wide sidewalks and curbs on both sides with two 7-foot-wide parking lanes and 9-foot-wide travel lanes.
- 2.13 Under the Local Street Standards section of the 2004 Harrisburg Transportation System Plan Addendum, it is noted that the HMC will be amended to reduce the 36-foot pavement width standard to 32 feet to reduce traffic speeds on residential streets. Therefore, a 32-foot-wide pavement width has been proposed for streets internal to the subdivision with 9-foot-wide travel lanes and 7-foot-wide parking lanes as shown on page 1 of the City of Harrisburg Typical Street Section.
- 2.14 According to HMC 17.40.030, block lengths should be no more than 630 feet. However, exceptions can be considered on a case-by-case basis due to site constraints such as environmental or permanent obstacles in the built environment.

- 2.15 Maximum block lengths are typically established to ensure vehicular and pedestrian connectivity within a community. Short blocks ultimately decrease travel distances between destinations.
- 2.16 The proposed block lengths are approximately 740 feet and 700 feet which are greater than the 630 feet maximum length permitted. An exception to the maximum block length standard of HMC 17.40.030 is requested due to the following physical and environmental constraints of developing this infill site:
 - 1. South Ninth Street presently terminates at the site’s southeast property boundary. The existing street pattern requires an alignment with, and an extension of South Ninth Street through the subject site to Sommerville Loop.
 - 2. Wetlands are also present on-site. The proposed lot layout and street network design will help to decrease impact to these natural features by avoiding and/or minimizing roadway development in these areas.

Ultimately, the proposed street network will achieve the intent of the maximum block length standard which is connectively. Both vehicle and pedestrian connections will be enhanced to and through the development as a result of the proposed right-of-way improvements. For example, the block length along Sommerville Loop between South Sixth Street and Sommerville Loop’s southward segment is currently approximately 2,800 feet. An extension of South Ninth Street through the site will decrease this length to approximately 1,400 feet and allow additional vehicular and pedestrian access to the Marcus Landing, North and South Eagle, and Harriswood Subdivisions located to the south of the proposed subdivision.

- 2.17 HMC 17.40.030(1)(b) further states that when an exception to maximum block length is approved, pedestrian access ways will be required in order to provide direct access to the sidewalk. However, a pedestrian access way is not necessary to achieve connectivity to the existing pedestrian network in this instance. While the proposed block length does not strictly conform to the standard it does achieve the purpose of the standard which is to provide reasonable and direct vehicular and pedestrian connections to the existing street/sidewalk network. Therefore, an exception to HMC 17.40.030(1)(b) is requested.
- 2.18 According to HMC 17.40.020(2)(13), all residential neighborhoods must have a five-foot bulb-out on each side of an intersection and a mid-block bulb-out if the block length exceeds 630 feet. A bulb-out is defined by HMC 17.05.030 as follows, “a concrete traffic structure intended to make pedestrian street crossings safer and to reduce traffic speeds. They involve extending the curb and walkway a few feet into the street area and are located at intersections or in the middle of long blocks.” No bulb-outs are proposed with this application.

As stated above the pavement curb-to-curb width is proposed to be reduced from 36 foot to 32 foot. The purposed reduction will result in the following: 1) wider water quality planter; 2) a 4-foot reduction in the pedestrian crossings width; and 3) reduced traffic speeds.

Ultimately, the transition between the 36-foot curb-to-curb width of the existing portion of South Ninth Street and the proposed 32-foot curb-to-curb width of the South Ninth Street extension at the south portion of the subdivision achieves what an intersection bulb-out would, a visual and physical reduction in the travel path which has the effect of slowing down motorists. Therefore, an exception to HMC 17.40.020 note 13(a) is requested.

Strict conformance with the mid-block blub-out for block lengths greater than 630 feet is also not necessary in this insistence. As the block length is only slightly greater than the standard and the roadway is already designed to help reduce vehicle travel speeds. The proposed east/west internal roadway has a T-intersection at South Ninth Street and a curved extension to Sommerville Loop. Approaching a curve and a T-intersection will require motorist to slow to be able to navigate these turning movements. Additionally, the approximately 70-feet in additional block length does not seem great enough to warrant a mid-block crossing as marked crosswalks will be already readily available at the Sommerville Loop or South Ninth Street intersections. Therefore, an exception to HMC 17.40.020 note 13(b) is requested.

- 2.19 According to HMC 17.50.010, the Planning Commission may modify the standards and requirements of Title 17 Subdivisions in case of large-scale development if the subdivision comprises a complete neighborhood unit. Exceptions by the Planning Commission are permissible when such modifications are found not to be detrimental to public health, safety and welfare and when adequate provisions are made within the development for traffic circulation, open space and other features required in the public interest.

The terms large-scale development and complete neighborhood unit are not defined by the HMC but deemed to be applicable to this development based on the following:

- 1. The proposed is large-scale in terms of size in comparison with buildable land within the comparable zone districts in the Harrisburg Urban Growth Boundary.
- 2. The proposed development is a self-contained residential area within walking distance to services and educational institutions.

According to the Harrisburg Comprehensive Plan dated 2013, there is approximately 100 acres of buildable land (vacant and partially vacant) in the R-1 and R-2 zones within the Harrisburg Urban Growth Boundary. The proposed development therefore constitutes approximately 7 percent of developable land in the R-1 and R-2 zones of Harrisburg Urban Growth Boundary.

The term neighborhood unit is a planning concept developed by Clarence Perry. Perry believed that cities should be built (or rebuilt) to consist of self-contained residential areas bounded by major roads with shops at the intersections and schools in the middle. Children would be able to walk to school without having to cross major roads, and the limited size of the units (typically 6,000-10,000 inhabitants) would, he believed, encourage community spirit.

Based on Perry’s concept, the entire city of Harrisburg be considered neighborhood unit as the population of Harrisburg is approximately 3,690 and it is bounded by Third Avenue, Hwy 99E, and Coburg Road with the Harrisburg School District in the middle. The subdivision would therefore be one of the self-contained residential area within Harrisburg that is in a walkable distance to services and educational institutions.

- 2.20 According to HMC 17.30.020, the developer must either install required improvements or execute or enter into an improvement agreement. As such, all proposed street improvements will either be constructed or financially assured prior to the recordation of the final plat.

Conclusions

- 2.1 The proposed development will ultimately result in approximately 296 average daily trips on the public street system. About 31 of those trips will occur during the p.m. peak traffic hour.
- 2.2 Harrisburg’s Transportation System Plan does not identify any level of service or congestion issues adjacent to the proposed development.
- 2.3 The design and improvement standards of HMC Chapters 17.40 – 17.44 are met with granted exceptions to HMC 17.40.030(1)(a), HMC 17.40.030(1)(b), and HMC 17.40.020 note 13(a)(b) regarding block length, pedestrian access way, and bulb-outs. Exceptions by the Planning Commission are permissible in accordance with HMC 17.50.010.
- 2.4 The development will improve all public streets interior to the development in accordance with HMC 17.45.030(4). The developer will either install required improvements or enter into an improvement agreement, in accordance with HMC 17.30.020. All public streets interior to the site will either be constructed or financially assured prior to the recordation of the final plat. Improvements will be generally as shown on the lot layout plan sheet.
- 2.5 This criterion is met.

3. All necessary public utilities can be provided to the lots to be created.

Finding of Fact

Sanitary Sewer

- 3.1 City utility maps show a 8-inch public sanitary sewer main in Sommerville Loop.
- 3.2 The utility plan shows extensions of public sanitary sewer mains in public streets being developed interior to the site.
- 3.3 Each separate lot must have its own district sanitary sewer service. Future development will require the developer to install new sewer service lateral connections to the public mains. Installation of the new sewer service laterals for the proposed lots may be deferred until development on the parcel occurs.

Water

- 3.4 City utility maps show a 12-inch public water main in Sommerville Loop.

- 3.5 The utility plan shows extensions of public water mains in public streets being developed interior to the site.
- 3.6 Each separate lot must have its own distinct water service. Future development will require that the developer install new water service lateral connections to the public mains. Installation of the new water service laterals for the proposed lots may be deferred until development on the parcel occurs.

Storm Drainage

- 3.7 City utility maps show a 12-inch public storm drainage main in Sommerville Loop.
- 3.8 In according to HMC 17.45.030, grading must be performed, and drainage facilities installed conforming to City specifications to provide proper drainage within the subdivision. Drainage facilities must be connected to drainage systems or storm sewers outside the subdivision.
- 3.9 The preliminary utility plan shows the extension of public storm drainage mains from the existing main in Sommerville Loop to collect stormwater runoff from the proposed street extensions and adjacent lots. The final design details will be reviewed in conjunction with the requirement site improvement permits for public improvements.

Conclusions

- 3.1 Public sanitary sewer, water, and storm drainage facilities are available in Somerville Loop. These public utilities will be extended through the site in dedicated right-of-way to provide access to the adjacent right-of-way to the south of the site, and for future extensions to the south.
- 3.2 The applicant’s preliminary utility plan shows the extension of sanitary sewer, water, and storm drainage in the dedicated right-of-way. The final design of these public utility extensions will be reviewed in conjunction with the required site improvement permit.
- 3.3 In accordance with HMC 17.30.020, the developer with either install required improvements or enter into an improvement agreement. All proposed public utility extensions site will either be constructed or financially assured prior to the recordation of the final plat. Improvements will be generally be as shown on the preliminary utility plan(s).
- 3.4 This criterion is met.

4. Full and orderly development to the surrounding area can be maintained.

Findings of Fact

- 4.1 According to 17.15.020, no person shall create a landlocked parcel as a result of subdivision or partition.
- 4.2 HMC 18.15.060 and 18.20.050 requires that development must have frontage on or approved access to a public street currently open to traffic. As shown on preliminary subdivision plat, all lots will have access to, and frontage along, a public street.

4.3 Adjoining properties have access to public streets through the existing transportation system and the proposed subdivision will not remove that access.

4.4 Similarly, the subject lots and adjoining properties have access to available public utilities and the proposed partition will not remove that access.

Conclusions

4.1 The subject lots have adequate access to and from the existing street system.

4.2 Adjoining lands currently have direct access to public streets and the proposed subdivision will not impact that access.

4.3 Similarly, the subject lots and adjoining lands have access to available public utilities and the proposed subdivision will not impact that access.

4.4 This criterion is met.

Overall Conclusion

As proposed, the application for a preliminary subdivision plat for a phased 31-lot residential subdivision and two tracts satisfies all applicable review criteria as outlined above.

Attachments

- A. Existing Conditions, Sheet C1.0
- B. Lot Layout, Sheet C2.0
- C. Utilities, Sheet C3.0
- D. Grading and Drainage, Sheet C4.0

Acronyms

- HMC Harrisburg Municipal Code
- R-1 Single-Family Residential Zoning District
- R-2 Multi-Family Residential Zoning District

Wetland Protection

In Oregon, wetlands are regulated through the authority of a handful of federal and state laws and, in some cases, city or county ordinances. If development activities involve earthwork (filling, excavating, ditching, grading, leveling, etc.) within a wetland, state, federal, and/or local permits may be required.

Wetlands are defined by HMC 18.65.040 and Oregon Administrative Rule 141-086-0200 as *“an area inundated or saturated by surface or ground water at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions.”* Wetland characteristics and indicators include wetland hydrology, hydric soil and hydrophytic vegetation.

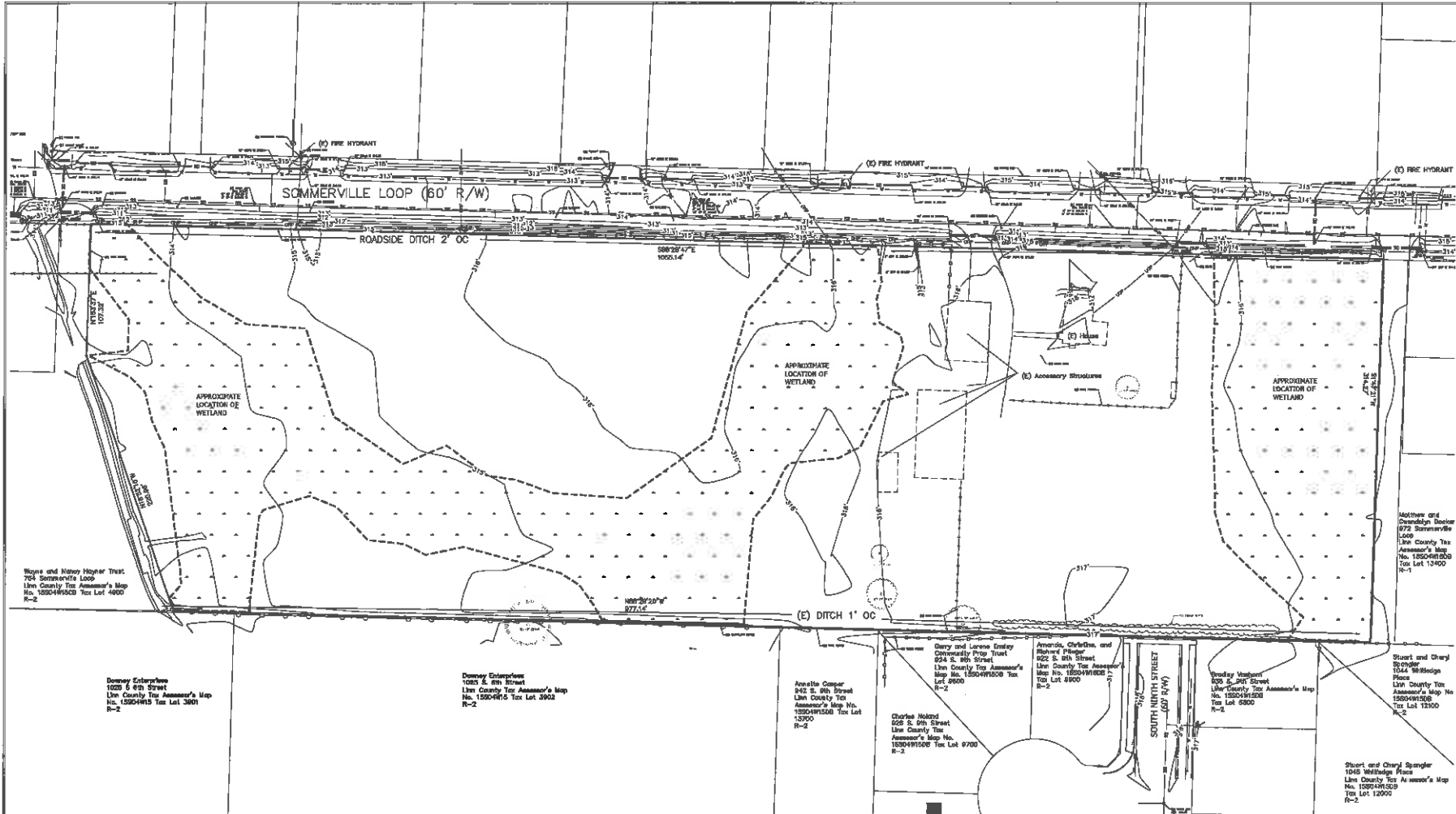
As shown on Sheets 1 and 3 of the City of Harrisburg’s Local Wetland Inventory (LWI), the subject property is listed as a site with probable wetland(s). According to the 2011, Local Wetland Inventory Report a “Probable Wetland” is an area noted during the course of the LWI development that appears to meet wetland criteria but is less than one half of an acre in size or is small and of undetermined size. Probable Wetland areas are further described as being identified based on 1) the presence of wetland (hydrophytic) vegetation as documented in aerial photographs or via off-site viewing locations; 2) an aerial signature showing saturation or ponding; 3) the presence of mapped hydric soils.

According to HMC 18.65.010 wetland review is only applicable to development on parcels containing any wetlands protection area. Wetland protection area is defined under HMC 18.65.040 as follows: *“an area subject to the provisions of this chapter that consists of wetlands determined to be locally significant as shown on the LWI map, plus 20 feet around the boundary of the significant wetland.”* Wetland are determined to be Locally Significant Wetlands based on Oregon Administrative Rules for Identifying Significant Wetlands (OAR 141-86-300 through 141-86-350).

Three wetlands (HA-2, HA-19, and HA-24) were determined to be locally significant in the city of Harrisburg using the required criteria in Table 7.1 of the Harrisburg Local Wetland Inventory. The locally significant wetland areas identified on the LWI map (dated November 11, 2010) are referred to as HA-2, HA-19, and HA-24. None of the identified locally significant wetlands are located on the subject site. Therefore, local wetland review is not applicable to this development proposal.

Even though local wetland review is not applicable, state, and federal permit(s) may be required as on-site work and soil maps indicate the presence of wetlands on portions of the subject site. The approximate boundaries of wetlands on the subject property have been identified on the Existing Conditions, Sheet C1.0 of the plan set. These boundaries are based on site work performed by Zion Natural Resources, an environmental consulting company who specializes in wetland management. Zion Natural Resources is currently working to complete a formal Wetland Delineation Report that will be submitted to the Oregon Division of State Lands for a concurrence review. A copy will be made available to the City of Harrisburg when it is completed.

Required notification for any earthwork including removing, filling, or altering materials in “waters of the state” (i.e. wetlands) will be provided to the appropriate approval authority and permits from the Department of State Lands and/or U.S. Army Corps of Engineers, if necessary, will be obtained in advance to any earthwork.



EXISTING CONDITIONS

**WOODHILL CROSSING
PRELIMINARY SUBDIVISION PLAT**

HARRISBURG, OREGON

**UDELL ENGINEERING
AND
LAND SURVEYING, LLC**

GEORGE HALE
DREA WOODHILL-HOMES
4500 KRUSE WAY
LAKE OSWEGO, OREGON 97035
(503) 394-7267
GHALE@WOODHILLHOMES.COM

CLIENT:

Mother and
Cherilyn Decker
972 Somerville
Loop
Linn County Tax
Assessor's Map
No. 15504W1508
Tax Lot 13400
R-2

DATE: October 12, 2020
PROJECT: 2020 WOODHILL CROSSING
DRAWN BY: [Redacted]
ILL. CHECKED BY: [Redacted]

EXISTING SYMBOL LEGEND

- | | | | |
|--|---------------------------|--|--------------------------------------|
| | - EXISTING CONTROL POINT | | - EXISTING WATER LINE LOCATE |
| | - EXISTING GAS VALVE | | - EXISTING PHONE LINE LOCATE |
| | - EXISTING WATER VALVE | | - EXISTING UNDERGROUND POWER LOCATE |
| | - EXISTING WATER METER | | - EXISTING OVERHEAD POWER |
| | - EXISTING FIRE HYDRANT | | - EXISTING GAS LINE LOCATE |
| | - EXISTING POWER POLE | | - EXISTING COMMUNICATION LINE LOCATE |
| | - EXISTING CYCLOANE FENCE | | - EXISTING CONTOUR ELEVATION |
| | - EXISTING WOOD FENCE | | |
| | - EXISTING SD LINE LOCATE | | |
| | - EXISTING SS LINE LOCATE | | |

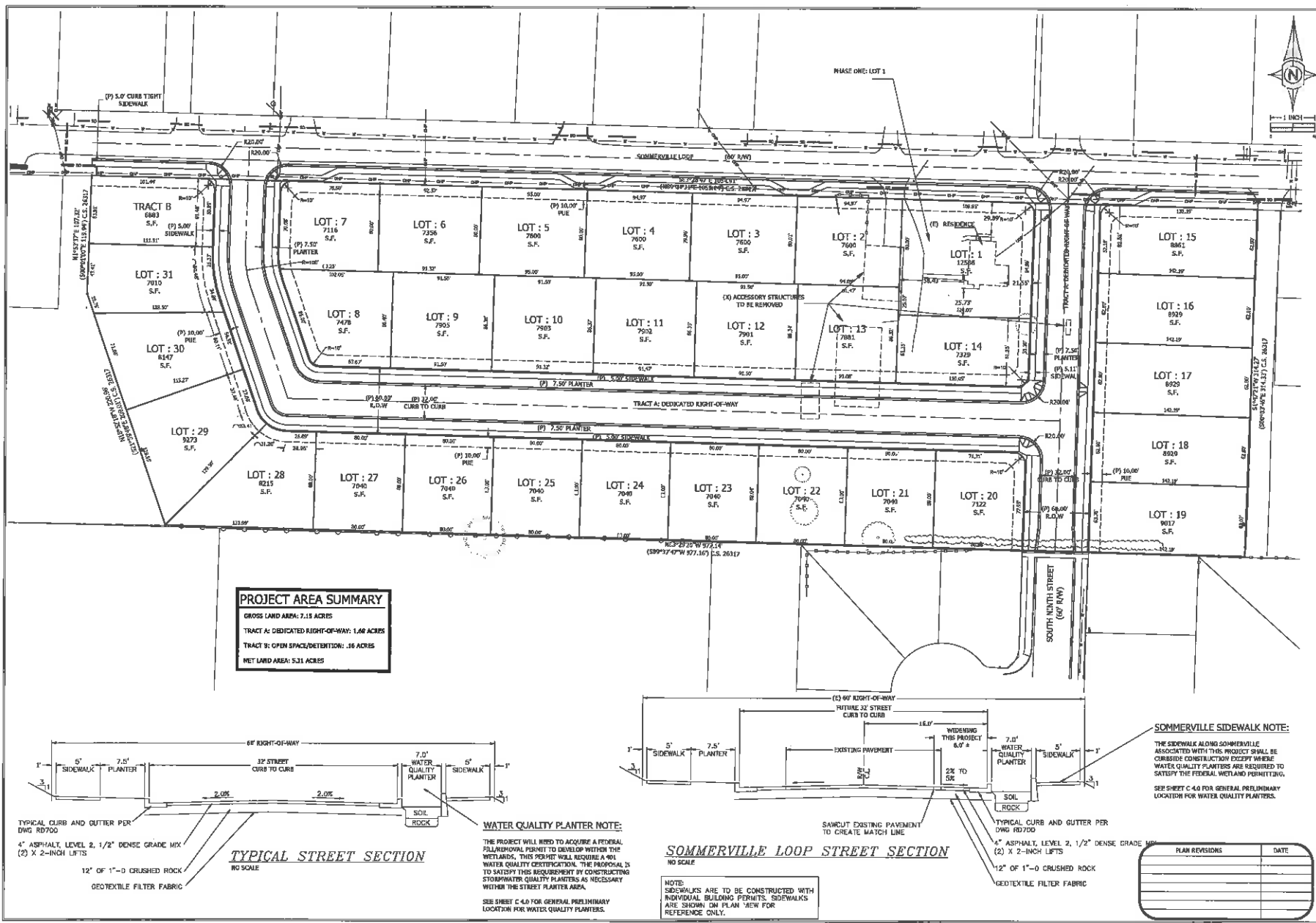
PROPERTY	
Linn County Tax Map No.	15504W15 Lot 3700
Zone Designation	Single-Family Residential (R-1) and Multi-Family Residential (R-2)
Site Address	930 Somerville Loop Harrisburg, Oregon 97446

Applicant	Owner
George Hale Woodhill Homes	Izetta Labar Trust
4500 Kruse Way Lake Oswego, Oregon 97035	930 Somerville Loop, Harrisburg, Oregon 97446

PLAN REVISIONS	DATE

**REVIEW COPY
NOT FOR
CONSTRUCTION**

Sheet **C 1.0**
SCALE: SEE BARSCALE



PROJECT AREA SUMMARY
 GROSS LAND AREA: 7.15 ACRES
 TRACT A: DEDICATED RIGHT-OF-WAY: 1.68 ACRES
 TRACT B: OPEN SPACE/RETENTION: .16 ACRES
 NET LAND AREA: 5.31 ACRES

TYPICAL STREET SECTION
 NO SCALE

WATER QUALITY PLANTER NOTE:

THE PROJECT WILL NEED TO ACQUIRE A FEDERAL PERMITS/REMOVAL PERMIT TO DEVELOP WITHIN THE WETLANDS. THIS PERMIT WILL REQUIRE A 90% WATER QUALITY CERTIFICATION. THE PROPOSAL IS TO SATISFY THIS REQUIREMENT BY CONSTRUCTING STORMWATER QUALITY PLANTERS AS NECESSARY WITHIN THIS STREET PLANTER AREA.
 SEE SHEET C-40 FOR GENERAL PRELIMINARY LOCATION FOR WATER QUALITY PLANTERS.

SOMMERVILLE LOOP STREET SECTION
 NO SCALE

NOTE: SIDEWALKS ARE TO BE CONSTRUCTED WITH INDIVIDUAL BUILDING PERMITS. SIDEWALKS ARE SHOWN ON PLAN VIEW FOR REFERENCE ONLY.

SOMMERVILLE SIDEWALK NOTE:

THE SIDEWALK ALONG SOMMERVILLE ASSOCIATED WITH THIS PROJECT SHALL BE CONSTRUCTED EXCEPT WHERE WATER QUALITY PLANTERS ARE REQUIRED TO SATISFY THE FEDERAL WETLAND PERMITTING.
 SEE SHEET C-40 FOR GENERAL PRELIMINARY LOCATION FOR WATER QUALITY PLANTERS.

PLAN REVISIONS	DATE

CLIENT:
 GEORGE HALE
 DEBRA WOODHILL HOMES
 4800 RIDGE WAY
 LEVANTON, OREGON 97035
 (503) 358-7067
 GH@WOODHILLHOMES

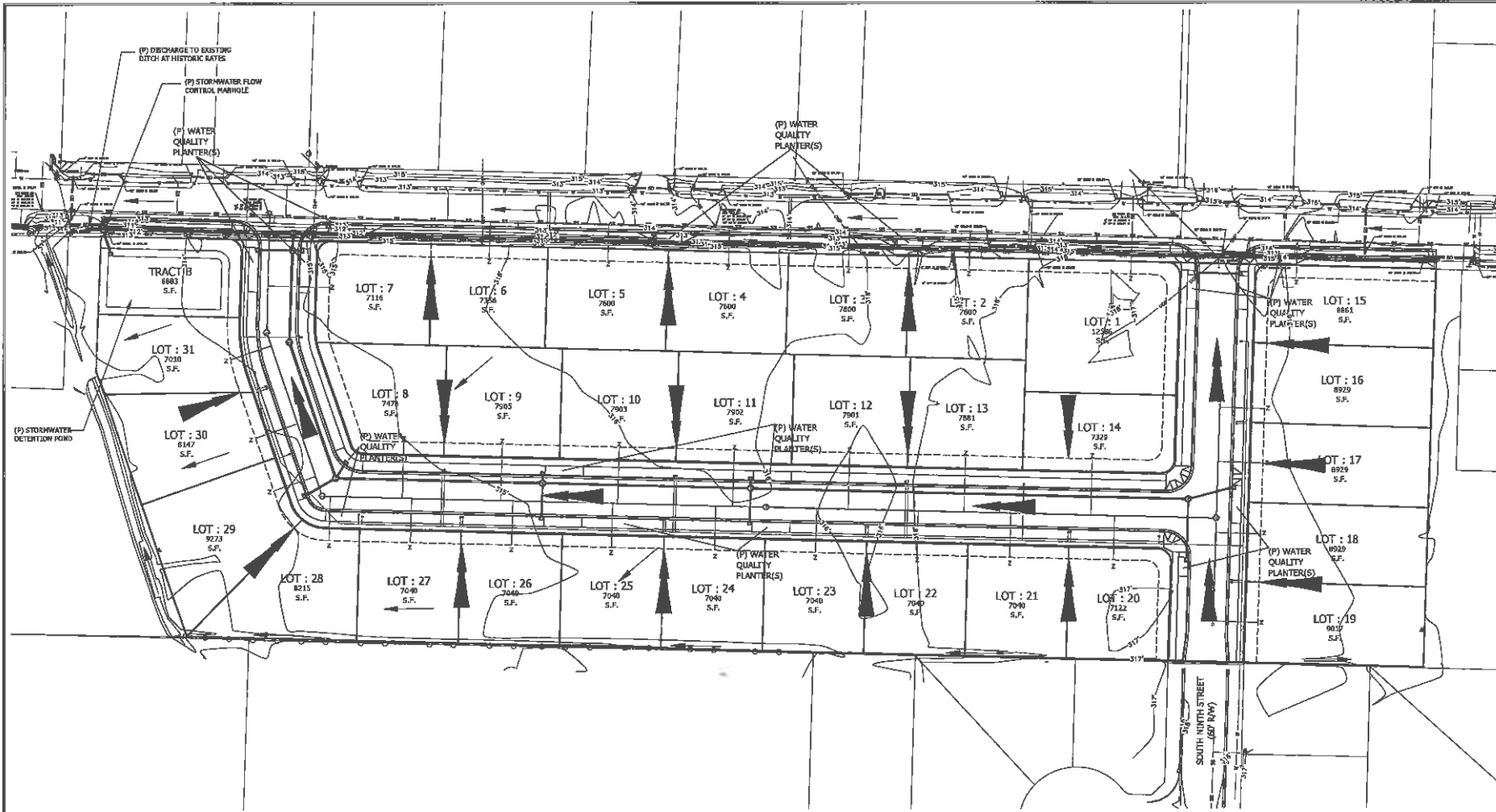
UDELL ENGINEERING AND LAND SURVEYING, LLC
 1000 S. HARRISBURG ST. SUITE 100
 LEVANTON, OREGON 97035
 (503) 451-5125 P.O.
 (503) 451-1066 FAX

Lot Layout
WOODHILL CROSSING
PRELIMINARY SUBDIVISION PLAN
HARRISBURG, OREGON

DATE: 04/26/2023
 PROJECT: WOODHILL CROSSING
 DRAWING BY: JACOB HALL
 CHECKED BY: JACOB HALL
 PLOT:

REVIEW COPY
NOT FOR
CONSTRUCTION

Sheet **C 2.0**
 SCALE: SEE BARSCALE



CLIENT:
 GEORGE HALE
 DEVA WOODHILL HOMES
 10000 WOODHILL DRIVE
 LAKE OSWEGO, OREGON 97035
 (503) 338-7267
 GHALE@WOODHILLHOMES

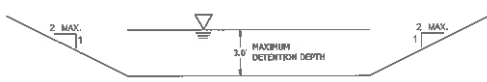
UDELL ENGINEERING AND LAND SURVEYING, LLC
 43 EAST ASH ST.
 LEBANON, OREGON 97355
 (503) 961-3125 PFL
 (503) 961-3100 FAX

PRELIMINARY GRADING-DRAINAGE PLAN
WOODHILL CROSSING
PRELIMINARY SUBDIVISION PLAN
HARRISBURG, OREGON

DATE: October 2, 2008
 PROJECT: 200809 HALE HARRISBURG
 DRAWN BY: JLL
 CHECKED BY: JLL
 DATE: 10/2/08

- EXISTING SYMBOL LEGEND**
- (Symbol) - EXISTING CONTROL POINT
 - (Symbol) - EXISTING GAS VALVE
 - (Symbol) - EXISTING WATER VALVE
 - (Symbol) - EXISTING WATER METER
 - (Symbol) - EXISTING FENCE INDICANTY
 - (Symbol) - EXISTING POWER POLE
 - (Symbol) - EXISTING 6" CYCLONE FENCE
 - (Symbol) - EXISTING 4" WOOD FENCE
 - (Symbol) - EXISTING RD. LINE LOCATE
 - (Symbol) - EXISTING ES. LINE LOCATE
 - (Symbol) - EXISTING WATER LINE LOCATE
 - (Symbol) - EXISTING PROBE LINE LOCATE
 - (Symbol) - EXISTING UNDERGROUND POWER LOCATE
 - (Symbol) - EXISTING OVERHEAD POWER
 - (Symbol) - EXISTING GAS LINE LOCATE
 - (Symbol) - EXISTING COMMUNICATION LINE LOCATE
 - (Symbol) - EXISTING CONTROL ELEVATION

- GRADING LEGEND**
- (Symbol) - EXISTING SURFACE DRAIN DIRECTION
 - (Symbol) - PROPOSED SURFACE DRAIN DIRECTION FOR IMPERVIOUS SURFACES



PLAN REVISIONS	DATE

**REVIEW COPY
 NOT FOR
 CONSTRUCTION**

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



NOTICE OF LAND USE PUBLIC HEARING

Tuesday, November 17, 2020, at 7:00 PM

City of Harrisburg Planning Commission
Harrisburg Municipal Center @ 354 Smith Street

CASE: Woodhill Crossing Subdivision – LU 424-2020

SITE LOCATION:

The subject site is a 7.46-acre parcel currently addressed as 930 Sommerville Loop and is otherwise known as Tax and Map No. 15S04W15003700; Parcel 2 of Partition Plat No. 2017-053; CS26317.

APPLICANT: Woodhill Homes
George Hale
4500 Kruse Way
Lake Oswego, OR 97035

OWNER: Izetta Labar Trust
930 Sommerville Loop
Harrisburg, OR 97446

REQUEST:

The applicant has filed a preliminary subdivision plat for a phased 31-lot residential subdivision, with two tracts. The subdivision will include 2 dedicated rights-of-way, which includes the extension of S. 9th St. to Sommerville Loop, as well as a new street which will also connect to Sommerville Loop.

WHOM TO CONTACT FOR MORE INFORMATION:

John Hitt, City Administrator, at (541) 995-2200, or jhitt@ci.harrisburg.or.us or;
Michele Eldridge, Asst. City Administrator/City Recorder, at (541) 995-6655, or meldridge@ci.harrisburg.or.us
Mailing Address: City of Harrisburg, PO Box 378, Harrisburg, OR 97446; Office Location: City Hall, 120 Smith Street

THE HEARING PROCESS / OPTIONS FOR PROVIDING COMMENT:

- At the hearing, the Planning Commission receives public testimony, deliberates, and typically makes its decision before adjourning the meeting.
- If you wish to testify on the proposal, you may provide written or oral testimony to the Planning Commission.
- The Chairperson will set a time limit of three minutes per person for oral testimony at the public hearing. Written testimony is encouraged. While written testimony will be accepted up to and including the night of the public hearing, written testimony submitted to the City by noon, eight days prior to the public hearing, will be included in the Planning Commission packets that are delivered prior to the hearing.
- Any person participating in the hearing is entitled to request that it be continued to a second hearing if new evidence or documents are submitted in favor of the application. The “continuance” hearing will be limited to the issues related to the new documents or evidence for which the continuance was requested.
- A person testifying may also request to have the record remain open for seven days to allow for the submittal of additional written testimony.
- “Raise it or waive it”: Failure to raise an issue in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue, precludes appeal to the Land Use Board of Appeals (LUBA) based on that issue. This means that in order to appeal the City’s decision to LUBA based on a particular issue, you must raise that issue at the City’s

NOTICE OF LAND USE PUBLIC HEARING: WOODHILL CROSSING SUBDIVISION (LU-424-2020)

public hearing. The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue precludes an action for damages in Circuit Court.

DECISION:

The Planning Commission’s decision will be final unless appealed to the City Council. Appeals to the City Council must be submitted to the City Recorder, within ten days from the date the notice of decision is mailed, consistent with the provisions in HMC 18.125.090.

DECISION-MAKING CRITERIA:

The Planning Commission will evaluate this request based on specific review criteria from the Harrisburg Municipal Code (HMC) and other applicable requirements. The staff-identified criteria for this land use decision are found in HMC 17.20, 17.40, 17.45, as well as HMC 18.15, 18.20, and 18.125.

Citizens are encouraged to become familiar with the applications and applicable review criteria. A staff report discussing the request in relation to the criteria will be available 7 days before the hearing. All documents may be reviewed at City Hall without charge; copies will be provided upon request at a charge. The Harrisburg Municipal Code is available on the City’s website (<http://www.codepublishing.com/or/harrisburg/>).

The City of Harrisburg does not discriminate against individuals with disabilities, and is an Equal Opportunity Provider. Persons with disabilities that wish 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 a meeting date. Facemasks are required at this location and will be provided if you don’t have one and would like to attend. Municipal Center is disinfected prior to the meeting, and seating is set up to allow for 6’ of separation between attendees. If you are not able to attend this meeting due to COVID, and would like to provide audio testimony, rather than written, then please call the City Recorder for options.

THE CITY OF HARRISBURG ENCOURAGES YOU TO NOTIFY YOUR NEIGHBORS AND OTHER PERSONS YOU BELIEVE WOULD BE AFFECTED BY THIS MATTER.

Mail: October 28, 2020

November 3, 2020

TO: City of Harrisburg Planning Commission
Harrisburg, Oregon

RE: Woodhill Crossing Subdivision - LU 424-2020

FROM: Wayne & Nancy Hayner
764 Sommerville Loop
Harrisburg, OR
541-510-3791

We have received the Notice of Land Use Public Hearing set for Tuesday, November 17, 2020 with regard to the proposed Woodhill Crossing Subdivision on the land adjoining ours. While we have no issues with having a neighboring subdivision, we do have serious concerns regarding the potential for flooding of the open stormwater ditch lines that run both across our property in the back and adjacent to the Staffelbach, Zike, Dotson, and Franz properties. Historically, little water has run into the stormwater ditch along Sommerville Loop from east of our property. However, during heavy rains, the stormwater ditch that runs through our back property (from the Marcus Landing subdivision and Springbrook mobile home park), does flood during heavy rainfall. Additionally, the portion that runs along Sommerville Loop to the west of our property frequently runs at the top of the 48" culvert at the driveways. Estimating that up to 70% of the currently open land may be covered by impermeable surfaces, and that ground saturation due to the high water table will not allow water to percolate back into the surrounding ground, the runoff will be significant enough to put such volume of additional water into this open drainage system that it will overflow and flood back into our properties during heavy rainfall.

We believe that it is imperative that this be adequately addressed by the City now in order to prevent flooding issues in the future. We know that, once the subdivision is built according to the specifications of the City, we will have little recourse if flooding occurs on our property

We request that an engineer who is independent of the builder be retained by the City to evaluate this issue and recommend an adequate solution for both the short and the long term, and that the Planning Commission establish the requirements for drainage of the proposed subdivision accordingly.

Respectfully,


Wayne Hayner


Nancy Hayner

The City of
Harrisburg
NOV 4 2020
RECEIVED

November 7, 2020

John Hill, City administrator

Re: Notice of Land Use Permit

My name is Mrs. Ketha Cook and I live at 937 S. 9th St., Harrisburg. I am a 77 year old widow living alone and one of the original homeowners in the Meadowview Homes.

This situation is very upsetting and is the topic of conversation among the people in the neighborhood. We have noticed that the contractor is from Lake Oswego. That is PORTLAND! Most of us chose to buy homes in Harrisburg because of its' quiet, small, rural location and atmosphere. We did not choose Eugene, Salem, or Portland. We gather at our communal mailboxes and visit. Stand in the street to visit, Our children ride bikes in the street, roller skate in the street, run back and forth across the street to visit friends. Why? Because ours is a dead-end street and everyone feels safe to do so. One lady even said she feels safe walking her dog after dark.

Now, PORTLAND wants to come in and ruin our tranquil lives by opening up our street to traffic. For what purpose? MONEY!

This situation is causing ill-will toward our city and is so typical of Kate Brown politics. The constituents don't matter, just shut-up and pay your taxes.

In the 16 years I have lived here, the property taxes have increased dramatically what with a Bond for schools, Bond for Water, Bond for Firestation

all trust in our Federal Government, State Government, and now City Government has been destroyed. I have no confidence you will stop this plan to open up South 9th Street so more traffic can drive two blocks to a dead-end at Prichard.

Mrs. Betha Cook

November 4, 2020

City of Harrisburg
PO Box 378
Harrisburg, OR 97446

RE: Land Use Public Hearing November 17, 2020

City of Harrisburg Planning Commission:

Written Testimony: Concerns over proposed Woodhill Crossing Subdivision LU 424-2020.

I, as one of the closest and most immediately impacted by the proposed subdivision on Sommerville Loop, appeal for modifications or denial of the proposed subdivision. Conditions do not adequately protect current residents from the unreasonable detriment from run off, increased traffic, safety issues, loss of privacy, loss of property to the eventual widening of Sommerville Loop (because of this subdivision), additional expense of curbs and sidewalks, and the ability to enjoy our/my property in current peaceful and quiet conditions.

1) Run off:

- a. My home already exists at the lowest point of the junction where the existing drainage ditch meets Sommerville Loop.
- b. I have lived at this location for almost 32 years and have been recording an increase in the water run-off from the South (Springbrook Mobile Home Park and ultimately the fields draining from Priceboro Road) and from the West (the subdivision created by former Mayor Cherry after the City limits were extended to include that land).
- c. The property proposed for the subdivision floods every Winter – there needs to be a sufficient system in place to meet this increased run off and potential for 1) standing water, 2) seasonal over flow, 3) contaminated water from subdivision (i.e. yard debris, pesticides, etc.).
- d. The existing soil clay base of the property does not provide adequate drainage.
- e. Any elevation of the property through construction will result in flooding to my property.

2) Traffic study effect to Sommerville Loop and 9th Street:

- a. A formal traffic study should be required first.
- b. Traffic was increased with the apartment buildings and other new structures. Proposed 31 new homes will greatly affect the current traffic issues. There is already an existing problem in that some current residents already exceed the existing speed limit.

- c. Connecting Sommerville to 9th Street is going to increase the traffic from the large subdivision already at 9th and Priceboro onto and through the Sommerville Loop neighborhood. Priceboro Road is better designed to handle traffic because it is a wider two-lane road with fewer residential homes per foot.
 - d. Perhaps the City of Harrisburg could address this by installing speed bumps, as additional patrols by police would be expensive, and several of the repeat speeders are doing so late in the evening.
- 3) Eventual widening of Sommerville Loop:
- a. This means long-time residents will lose part of their property. That should not be acceptable when only a few are profiting.
- 4) Evacuation and Safety Issues:
- a. Neither Sommerville Loop nor 9th Street would allow for an additional 31+ vehicles to exit the area safely in an immediate emergency.
 - b. Safety concerns to pedestrians, children and pets will not be met with the installation of sidewalks.
- 5) Expense of eventual sidewalks and curbs to current residents:
- a. I hope that you will allow current residents to pay their portion of the expense over time, since this will be a large fiscal burden.

I also knew Izetta LaBar and I think she would have been against demolishing her historically significant home and barn/outbuildings, and the reduction of rural land in Harrisburg, just so her children can profit from this. She definitely would not have allowed it if she were still alive. They would still profit from selling the land in larger plots to private individuals. As they have to the West and East of the existing Labar homestead.

Sincerely,

Virginia Staffelbach

780 Sommerville Loop – since 1989