CRW Comments 10.21.2019

Clack Co PA 19-18 14576 Maplelane Road

CCFD#1

OCSD Wes Rogers Comment

Erik Carr WES Comment

GLUA19-21 Replinger

Clackamas River Water

Date:	October 21, 2019	**SENT VIA EMAIL**
To:	Pete Walter, Senior Planning City of Oregon City	
From:	Betty Johnson, Engineering Associate Clackamas River Water	
Subject:	Development Comments:	**File # GLUA-19-00021**
Applicant:	Nathan and Desiree Rowland	
Site Address:	14576 S Maplelane Rd, Oregon City, 97045	
Legal Description:	32E04DB00200	

Comments:

1. Clackamas River Water (CRW) has the following infrastructure within the S Maplelane Road public right-of-way:
    a. 16-inch ductile iron waterline located within S Maplelane Road.

2. CRW currently is serving the parcels with the following services:
    a. 3/4-inch domestic meter located at near the northwest property corner.

Clackamas River Water District Conditions:

3. Territory that is annexed to the City must be withdrawn from CRW and served by Oregon City services to the extent practicable.

4. CRW will coordinate with the City of Oregon City on the S Maplelane Rd construction plan review regarding the abandonment of the existing water service.

5. Critical CRW infrastructure exists at the northeast property corner that must be incorporated into the developments frontage improvements. During construction this infrastructure must be protected and maintained at all times.

CRW has no objections to this application, however these comments are introductory and may change based on the preliminary/final design.

For further information regarding application please contact Betty Johnson, 503.723.2571.

cc: Clackamas Fire
Applicant
file

16770 SE 82nd Drive
Clackamas, OR 97015-2539
503.722.9240
www.crwater.com

CLACKAMAS COUNTY

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD | OREGON CITY, OR 97045

MEMORANDUM

TO: City of Oregon City, Planning Division
FROM: Kenneth Kent, Clackamas County Engineering, Senior Planner
DATE: April 30, 2018
RE: Pre-Application Conference – PA 19-18 S Maplelane Road
32E04DB00200

This office has the following comments pertaining to this proposal:

1. S Maple Lane Road is a minor arterial roadway under the jurisdiction of Clackamas County. Dedicate additional right-of-way to provide a one half right-of-way width 40 feet.

2. County standards limit access to lower functional classification roadways when available. Access for the proposed subdivision will be limited to Clearwater Place.

3. Section 240 of the Clackamas County Roadway Standards require that access f provides minimum intersection sight distance based on the travel speed of the roadway. S Maple Lane Road has a posted speed limit of 45 MPH requiring a minimum of 500 feet on sight distance. Minimum sight distance shall be demonstrated for the proposed development.

4. The following improvements will be required along the entire site frontage of S Maple Lane Road in accordance with *Clackamas County Roadway Standards*:

    a. Up to a 25-foot wide half-street improvement. Structural section for S Maple Lane Road improvements shall consist of 7.5 inches of asphalt concrete per Clackamas County Roadway Standards Standard Drawing C100.

    b. Standard curb, or curb and gutter if curbline slope is less than one percent, and pavement with the face of the new curb located 25 feet from the centerline of the existing 60 foot wide right-of-way. Centerline of the right-of-way shall be established by a registered survey.

    c. Drainage facilities in conformance Tri-City Service District #4 regulations and Clackamas Roadway Standards, Chapter 4.

d. A minimum 5-foot wide unobstructed setback sidewalk, with a 5-foot wide landscape strip, including street trees and ground cover shall be constructed along the entire site frontage.

e. If the sidewalk does not connect to sidewalk on adjacent property, the end of the sidewalk shall require the construction of a concrete ADA accessible ramp, adjacent to the end of the sidewalk, providing a transition from the new sidewalk to the edge of the pavement.

f. Appropriate pavement tapers shall be provided, per Clackamas County Roadway Standards Section 250.6.4.

5. Prior to commencement of site work, a Development Permit and a Utility Placement Permit are required and must be obtained from Clackamas County for all work performed in the road right-of-way.

Clackamas County Fire District #1
Fire Prevention Office

To: Desiree Rowland, **City of Oregon City**

From: **Mike Boumann, Deputy Fire Marshal**, Clackamas County Fire District #1

Date: **10/21/2019**

Re: **Proposed subdivision at 14576 S Maple Lane Road, Oregon City**

This review is based upon the current version of the Oregon Fire Code (OFC), as adopted by the Oregon State Fire Marshal's Office. The scope of review is typically limited to fire apparatus access and water supply, although the applicant must comply with all applicable OFC requirements.

Fire Department Access and Water Supply

1) Provide address numbering that is clearly visible from the street.
2) No part of a building may be more than 150 feet from an approved fire department access road.
3) Provide an approved turnaround for dead end access roads exceeding 150 feet in length.
4) Fire Department turnarounds shall meet the dimensions found in the fire code applications guide.
5) Fire Hydrants, One and Two-Family Dwellings & Accessory Structures: Where a portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), additional fire hydrants and mains shall be provided.
6) Please see our design guide at:
7) http://www.clackamasfire.com/documents/fireprevention/firecodeapplicationguide.pdf
8) If you have questions please contact Clackamas Fire District @503-742-2660

Pete Walter

From: Diliana Vassileva
Sent: Monday, September 9, 2019 8:55 AM
To: Pete Walter
Subject: FW: PA 19-18: 14576 S Maplelane Annexation, Zone Change and Subdivision

Diliana Vassileva
Assistant Planner
Planning Division
City of Oregon City
PO Box 3040
698 Warner Parrott Road,
Oregon City, Oregon 97045
Direct - 503.974.5501
Planning Division - 503.722.3789
Fax 503.722.3880

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From: Rogers, Wes <wes.rogers@orecity.k12.or.us>
Sent: Tuesday, April 9, 2019 7:12 PM
To: Diliana Vassileva <dvassileva@orcity.org>
Subject: Re: PA 19-18: 14576 S Maplelane Annexation, Zone Change and Subdivision

no issues for such a small annexation.
..wes

On Tue, Apr 9, 2019 at 2:08 PM Diliana Vassileva <dvassileva@orcity.org> wrote:

> Good afternoon,
>
> Please join us for a pre-application conference for a proposed annexation, zone change and subdivision for the property located at 14576 S Maplelane Road, Oregon City. Please review the attached submittal and provide your comments by April 26, 2019.
>
> Thank you.

Diliana Vassileva

Assistant Planner

Planning Division

City of Oregon City
PO Box 3040
698 Warner Parrott Road,

Oregon City, Oregon 97045
Direct - 503.974.5501

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Wes Rogers, Director of Operations
503-785-8531
wes.rogers@orecity.k12.or.us
Oregon City School District
PO Box 2110
Oregon City, OR 97045

Pete Walter

From: Diliana Vassileva
Sent: Monday, September 9, 2019 8:55 AM
To: Pete Walter
Subject: FW: PA 19-18: 14576 S Maplelane Annexation, Zone Change and Subdivision

Diliana Vassileva
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-----Original Appointment-----
From: Carr, Erik <ECarr@clackamas.us>
Sent: Tuesday, April 9, 2019 2:27 PM
To: Diliana Vassileva
Subject: Tentative: PA 19-18: 14576 S Maplelane Annexation, Zone Change and Subdivision
When: Tuesday, April 30, 2019 10:00 AM-12:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Oregon City Planning - 698 Warner Parrott Road, Oregon City

Hi Diliana,

Please inform the applicant that they'll need to annex into the Tri-City Service District before they can receive public sanitary sewer service for this development. The TCSD application can be found here: https://www.clackamas.us/wes/annexation.html . The annexation must include the entire S. Maplelane Rd right-of-way, as is consistent with adjacent TCSD annexations.

The applicant can contact me directly with any questions.

Thanks,

Erik Carr
WES Development Review Specialist
ecarr@clackamas.us
503-742-4571

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

September 3, 2019

Mr. Pete Walter
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – MAPLELANE ANNEXATION, REZONING, AND SUBDIVISION – GLUA19-21

Dear Mr. Walter:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted in support of the proposed annexation, zone change, and development of the property at 14576 S Maplelane Road. The site, currently a single lot with one house, is located on the southside of Maplelane Road east of Clearwater Place and west of S Holly Lane. The TAL, dated June 4, 2019, was prepared under the direction of Michael Ard, PE of Ard Engineering.

The proposal would result in seven lots with single-family dwellings after subdividing the parcel currently occupied by one house.

Overall

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed development.

Comments

1. ***Trip Generation.*** The TAL presents information on trip generation from the construction of six additional single-family houses. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual.* The six new dwellings are calculated to produce 4 new AM peak hour trip; 6 new PM peak hour trips; and 56 new weekday trips.

2. ***Access Locations.*** The existing house currently has access to Maplelane Road and would be maintained. The new parcels would take access to a new street, Oregon Iris Way, which would intersect with Clearwater Lane.

3. ***Driveway Width.*** The engineer indicates driveways will be constructed to meet city standards.

4. ***Intersection Spacing.*** The proposal creates new intersection, Clearwater Lane and Oregon Iris Way. Oregon Iris Way currently exists east of Nutmeg Lane. Future development will result in an extension of Oregon Iris Way such that the existing section and the one created by this subdivision can be connected. The construction of Oregon Iris Way reinforces the grid street network being developed in the area. The intersection location with Clearwater Lane and the spacing from Maplelane Road are appropriate.

5. ***Sight Distance.*** The engineer measured sight distance at the existing driveway location on S Maplelane Road and at the proposed intersection of Clearwater Lane and Oregon Iris Way. He found sight distance to be adequate for the driveway even considering the 40-mph posted speed on Maplelane Road. The engineer also evaluated sight distance for the new intersection based on a local residential speed of 25 mph. Sight distance to the south was measured to be 350 feet, which is in excess of requirements. Sight distance to the north was measured to be 190 feet to the termination of Clearwater Lane at Maplelane Road. Because vehicles turning from Maplelane Road to Clearwater Lane do so at a reduced speed, the engineer determined that the available sight distance at the intersection exceeds the stopping sight distance for the approaching vehicles. He concludes sight distance is adequate and recommends no mitigation for sight distance. I concur.

6. ***Safety Issues.*** The TAL describes Clearwater Lane and Oregon Iris Way as local streets with low traffic volumes. The engineer concluded that no specific safety mitigation is necessary or recommended. I concur with the engineer's conclusions.

7. ***Consistency with the Transportation System Plan (TSP).*** The TAL states that the south frontage of Maplelane Road and the Clearwater Lane and Oregon Iris Way frontages would be developed in accordance with city standards and would be consistent with the TSP. The TAL also provides a listing of eight TSP projects in the vicinity, including an identification of the funding status (likely to be funded and not likely to be funded.)

8. ***Transportation Planning Rule (TPR) Analysis.*** The proposal involves rezoning from county FU-10 to R-3.5. The TAL provided a comparison of the development potential under FU-10, R-5 and R-3.5. The number of houses that could be developed were calculated to be 1, 5, and 8, respectively. The proposed rezoning of the property to R-3.5 would have negligible impacts on the operations of any intersections. The amount of traffic generated by the development can easily be accommodated on local

residential streets. The increase of traffic on collector and arterial streets is not significant. The rezoning and does not change the functional classification of any existing or planned transportation facility; does not degrade the performance of existing or planned facilities; and does not cause a significant effect as defined under the Transportation Planning Rule.

9. ***Proportional Share for Key Intersections.*** Consistent city policy and with other developments in the area, the applicant is obligated to participate in the funding of improvements to key intersections. The intersection affected by this land use action is the intersection of Highway 213 and Beavercreek Road. OCMC 12.04.205.D.2 provides that applicants participate in intersection improvements to listed intersections. Based on the trip generation calculations provided by the applicant in #1, above and assumptions about trip distribution, the development is calculated to add two new PM peak hour trips (rounded to the nearest trip) to the Highway 213/Beavercreek Road intersection. The cost of the improvement planned for the intersection of Highway 213/Beavercreek Road is $1.5 million; the predicted 2035 traffic volume at the intersection is 6859 PM peak hour trips; the proportional share is calculated to be $219 per trip. This development is calculated to add two PM peak hour trips. The proportional share for this subdivision is $438.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the development and the proposed rezoning can be assessed.

I recommend conditions of approval include participating in the funding of the planned improvements of Highway 213/Beavercreek Road as specified in #9, above, and implementing frontage improvements. There are no other transportation-related issues associated with this development proposal requiring mitigation.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,

John Replinger, PE
Principal

Oregon City\20189/GLUA19-21