

# **HERMANSON PRESERVE**

## **Planned Unit Development Application**

### **Conceptual Development Plan**

#### **Written Narrative**

December 15, 2025

Submitted To:  
**City of Woodburn**  
**Community Development Department**  
270 Montgomery Street  
Woodburn, OR 97071

Owner:  
**Hermanson Preserve Development LLC**  
25030 SW Parkway Ave  
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Wilsonville, OR 97070

Applicant/Owner Representative:

**LEI** **ENGINEERING**  
**& SURVEYING**  
OF OREGON  
2564 19th Street SE  
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**Application Summary**

<b>Applicant</b>	Hermanson Preserve Development LLC 25030 SW Parkway Ave Suite 110 Wilsonville, OR 97070
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<b>Site Location</b>	Marion County Tax Lot 051W18D000100 (no assigned address) along the west side of OR 99E / S. Pacific Highway; south of Judy Street in the Mill Creek Park Addition No. 2 subdivision and of the Fraternal Order of Eagles Aerie No. 3284; north of Northwest Self Storage, and east of Hermanson Pond and the Mill Creek Greenway Trail.
<b>Request</b>	Applicant is requesting a Planned Unit Development (PUD) to divide Tax Lot 051W18D000100 into 9 single-family lots, 91 duplex lots, and 9 tracts. The single-family lots and duplex lots would have a total of 191 dwelling units.
<b>Modifications List</b>	2.02 Residential Zones - Table 2.02E 3.01.03(D) Connecting Streets 3.01.03(H) Bridges/Culvert Crossings 3.01.04(B) Street Cross Sections

## Project Description

<b>Zoning</b>	Medium Density Residential (RM)
<b>Subject Parcel Information</b>	<p>Tax Lot 051W18D000100: 22.28 acres  Net Area: 11.49 acres (after public rights-of-way or stormwater easements, common open space, and unbuildable natural areas)  Common Open Space:</p> <ul style="list-style-type: none"> <li>• Tract A: 0.08 acres</li> <li>• Tract B: 0.05 acres</li> <li>• Tract C: 0.08 acres</li> <li>• Tract D: 0.85 acres</li> <li>• Tract E: 0.05 acres</li> <li>• Tract F: 1.69 acres</li> <li>• Tract G: 0.22 acres</li> <li>• Tract H: 1.07 acres</li> <li>• Tract I: 0.48 acres</li> <li>• Bike Path in Greenway Terrace ROW: 0.90 acres</li> </ul> <p>Total Common Open Space on Subject Parcel: 4.63 acres</p>
<b>Proposed Uses</b>	<p>Single Family Residential: 9 Lots  Duplex Residential: 91 Lots  Total Dwelling Units: 191  On-Street Parking: 3 Tracts  Clubhouse: 1 Tract  Stormwater Facility: 1 Tract  Open Space: 4 Tracts</p>
<b>Residential Density (Dwelling Units per Net Acre)</b>	<p>Project: 16.62  Minimum: 15  Maximum: N/A</p>
<b>Mill Creek Parcels Information</b>	<p>For the purposes of this application, the “Mill Creek Parcels” refers to the following City-owned Tax Lots:</p> <ul style="list-style-type: none"> <li>• 051W18DC04100: 4.24 acres*</li> <li>• 051W18DC00100: 3.80 acres*</li> <li>• 051W18DB12100: 1.22 acres**</li> <li>• 051W18DB11400: 1.22 acres**</li> <li>• 051W18DB12000: 0.57 acres**</li> </ul> <p>*These Tax Lots are included in the Gross Area and Common Open Space calculations.  **These Tax Lots are not included in the Gross Area and Common Open Space calculations. They are only affected in this application by the RCWOD improvements under 2.05.05(C).</p>
<b>Common Area</b>	<p>Total Gross Area (Subject Parcel and Mill Creek Parcels): 30.32 acres  Total Common Area: 12.67 acres  Percent Common Area: 41.8%  Total Improved Common Area: 54,270 sf  Improved Common Area Rate: 284 sf per dwelling unit</p>

## **Site Description/Existing Conditions**

The subject parcel, Tax Lot 051W18D000100, is located near the southeast limits of the City of Woodburn on the west side of South Pacific Highway (Oregon State Route 99E). It is zoned RM (Medium Density Residential) and is 22.3 acres. The subject parcel is bounded to the north by Mill Creek Park Addition #2 and #4 residential developments, Hawley Street (unclassified, dead-end public street), and 371 South Pacific Highway (a commercially zoned lot). The subject parcel is bounded to the east by South Pacific Highway (major arterial State road), to the south by commercial developments, and to the west by public/semi-public zoned property (Mill Creek and Hermanson Pond). The parcel is undeveloped and covered in vegetation except for the northwest corner of the lot that has been developed with a gravel pedestrian path and passes through a portion of Hermanson Pond.

There is an existing wetland (0.46 acre) in the northwest area of the parcel around Hermanson Pond as delineated by the Department of State Lands (DSL) in a report dated April 22, 2021. The same DSL report delineated another wetland (0.0055 acre) in the southwest corner of the subject parcel.

Water shall be provided by an existing 12" water main in the west side of the South Pacific Highway right-of-way. Sanitary sewer services shall be connected to an existing sanitary sewer manhole in Mill Creek Meadows PUD. Said manhole is located just outside the west fence line of the pump station.

Tax Lots 051W18DC04100 and 051W18DC00100 are owned by the City of Woodburn and are included in this PUD application for the purposes of common space requirements. These tracts contain Hermanson Pond and Mill Creek.

## **Applicable Sections from Woodburn Development Ordinance**

### **2.02 Residential Zones**

#### *B. Approval Types (Table 2.02A)*

**Response:** Subject parcel is zoned RM. Proposed uses of 9 lots is single-family detached dwelling, and 91 lots is duplex – both of which are allowed under Section A of Table 2.02A. Tract H is proposed to be used for a community club building and facilities which is a Special Permitted Use under Section C of Table 2.02A and is addressed in section “2.07 Special Uses” below. Three tracts (B, C, and E) are proposed to be improved common open space for the purpose of providing additional on-street parking for the benefit of the Development and is allowed as an improvement for streets under Section B of Table 2.02A. Tract D is proposed to be used for a stormwater facility which is permitted under Section B of Table 2.02A. Tracts F and I are proposed to be open space and dedicated to the City of Woodburn. Tracts A and G are proposed to be to be open space.

#### *C. Development Standards (Tables 2.02E)*

**Response:** Development standards under Table 2.02E are proposed to be modified through this PUD application as follows:

- Minimum Lot Area for an interior, flag or cul-de-sac lot with single-family dwelling or duplex shall be 4500 sf
- Minimum Lot Area for a corner lot with single-family dwelling or duplex shall be 5000 sf
- Minimum Average Lot Depth shall be 75 feet for all lots.

- Rear Setback for all lots shall be 20 ft for all building height less than 28 ft.
- Maximum Lot Coverage for shall be 40% for single-family dwelling or duplex with primary building height more than 16 feet.

With approval of these modifications, the application is in compliance with this section.

## **2.05 Overlay Districts**

### ***2.05.05 Riparian Corridor and Wetlands Overlay District***

#### ***B. Boundaries of the RCWOD***

##### ***1. The RCWOD includes:***

- a. Riparian corridors extending upland 50 feet from the top of the bank of the main stem of Senecal Creek and Mill Creek and those reaches of their tributaries identified as fish-bearing perennial streams on the Woodburn Wetlands Inventory Map; and*
- b. Significant wetlands identified on the Woodburn Wetlands Inventory Map. Where significant wetlands are located fully or partially within a riparian corridor, the RCWOD shall extend 50 feet from the edge of the wetland; and*
- c. The 100-year floodplain on properties identified as vacant or partly vacant on the 2005 Woodburn Buildable Lands Inventory.*

##### ***2. The approximate boundaries of the RCWOD are shown on the Zoning Map. The precise boundaries for any particular lot should be verified by the property owner when making a land use application. Map errors may be corrected as provided in this Ordinance (Section 1.02.04).***

**Response:** Attached to this application is an RCWOD Permit Application and exhibit showing limits of a 50-ft offset from wetlands mapped by Department of State Lands and a 50-ft offset from the surveyed top of bank of Mill Creek.

#### ***C. Permitted Uses and activities***

*The following uses and activities are allowed, provided they are designed and constructed to minimize intrusion into the RCWOD:*

- 1. Erosion or flood control measures that have been approved by the Oregon Department of State Lands, the U.S. Army Corps of engineers, or another state or federal regulatory agency*
- 2. Maintenance of existing structures, lawns and gardens*
- 3. Passive recreation uses and activities*
- 4. Removal of non-native plant species and replacement with native plant species*
- 5. Public streets and off-street public bicycle/pedestrian facilities that other WDO sections require.*
- 6. Utilities*
- 7. Water-related and water-dependent uses, including drainage facilities, water and sewer facilities, flood control projects, drainage pumps, public paths, vehicular means of access to such uses, trails, picnic areas or interpretive and educational displays and overlooks, including benches and outdoor furniture*

**Response:** The applicant proposes to provide the following improvements in the Mill Creek Parcels:

- Asphalt paving of existing gravel trail from Deer Run Lane to Wilson St and installing 3 park benches
- Planting appropriate species of trees up to 15 trees within 20 feet of the edge of water of Hermanson Pond and Mill Creek
- Removing non-native plant species within 20 feet of edge of water of Hermanson Pond and Mill Creek

These improvements are permitted uses and activities as described in items 4 and 7 in this section and are, therefore, in compliance with this section.

A small portion (less than 1400 sf) of the 50-ft wetlands offset encroaches upon the proposed public right-of-way for Greenway Terrace. The proposed use in this area is a 12-ft wide sidewalk and 9-ft wide landscape strip, which will be a portion of the Mill Creek Greenway Trail. This public street and off-street public bicycle/pedestrian facility is allowed by item 5 of this section. Therefore, this application is in compliance with this section.

*D. Prohibited Uses and Activities*

- 1. New buildings or structures or impervious surfaces, except for replacement of existing structures within the original building footprint*
- 2. Expansion of existing buildings or structures or impervious surfaces*
- 3. Expansion of areas of pre-existing non-native landscaping such as lawn, gardens, etc.*
- 4. Dumping, piling, or disposal of refuse, yard debris, or other material*
- 5. Removal of vegetation except for:*
  - a. Uses permitted by this Section*
  - b. Perimeter mowing of a wetland for fire protection purposes;*
  - c. Water-related or water-dependent uses, provided they are designed and constructed to minimize impact on the existing riparian vegetation;*
  - d. Removal of emergent in-channel vegetation that has the potential to cause flooding;*
  - e. Hazardous tree removal.*
- 6. Grading, excavation and the placement of fill except for uses permitted by this Section.*

**Response:** No prohibited uses and activities are proposed in this application. Therefore, this application is in compliance with this section.

**2.07 Special Uses**

**2.07.04 Community Club Buildings and Facilities**

*B. Criteria*

- 1. Swimming pools, tennis courts, and similar sports courts or fields shall be set back 20 feet from a property line abutting a residential zone or use.*
- 2. No off-street parking or loading area shall be permitted within 10 feet of the side and rear lot lines.*
- 3. Outdoor lighting shall be directed away from residential property and public streets.*

**Response:** The clubhouse facilities shown on the site plan are preliminary. The final design will comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

**3.01 Streets, Greenways & Other Off- Street Bicycle/Pedestrian Corridors, and Bus Transit**

**3.01.03 Street Improvements Required for Development**

- A. With development, the Internal, Boundary, and Connecting streets shall be constructed to at least the minimum standards set forth below.*

*B. Internal Streets*

*Internal streets shall meet all standards of WDO and the TSP.*

**Response:**

- Greenway Terrace has a proposed modified typical section to accommodate a 12-ft wide bicycle/pedestrian path and 9-ft landscaping strip, which will be a portion of the Mill Creek Greenway Trail. See more details on the cross section in Section 3.01.04 below. This modification exceeds cross-section minimums which does not require modification or adjustment per Section 3.01.04(C).

- Hawley Street and Pond Place are proposed to be improved to meet the standards of WDO and TSP.

Therefore, this application is in compliance with this section.

*C. Boundary Streets*

- 1. The minimum improvements for a Boundary Street may be termed “half-street” improvements and shall be as follows, except per subsection 2:*
  - a. One paved 11-foot travel lane in each direction, even though this results in required improvements being slightly more than half-street by exceeding what the applicable cross section figure would require for a half-street;*
  - b. On-street parking on the side of the street abutting the development, if the required cross section includes on-street parking;*
  - c. Curb on the side of the street abutting the development;*
  - d. Drainage facilities on the side of the street abutting the development;*
  - e. Landscape strip with street trees and lawn grass on the side of the street abutting the development; and*
  - f. Sidewalk on the side of the street abutting the development.*

**Response:** “Half-street” improvements are proposed for the west side of South Pacific Highway pursuant to typical section shown in Figure 3.01R. The extent of the partial street improvement is shown on sheet SP-2 of the site plan as being from and including the 8-ft wide bike lane through to the 10-ft wide PUE. Also, striping is proposed to meet the requirements of the TIA for a turn lane on both the northbound and southbound lanes of South Pacific Highway. The striping is shown on sheets SP-4 and SP-5 of the site plan. Therefore, this application is in compliance with this section.

*D. Connecting Streets*

- 1. The minimum improvements for a Connecting Street shall be one paved 11-foot travel lane in each direction.*
- 2. Connecting streets shall extend from the boundary street of a development, to the nearest intersection that meets the cross-section and improvement requirements of this Section, or 1,000 feet, whichever is less.*

**Response:**

- The portions of South Pacific Highway that could be considered connecting streets are outside the city limits. The half-street improvements proposed for South Pacific Highway are limited to the subject lot’s frontage. The proposed striping for the turn lanes extend beyond the limits of the half-street improvements to meet the taper requirements.
- Full-street improvements are proposed for the connection to Hawley Street pursuant to typical section shown in Figure 3.01G.
- A connection to Deer Run Lane is proposed with a modified typical section and a low-water crossing. See more details on the cross section in Section 3.01.04 below. The development standards for this connecting street are proposed to be modified through this PUD application.

Therefore, with approval of these modifications, this application is in compliance with this section.

*G. ADA: The minimum standards of this Section 3.01 apply to development such that implementation includes constructing new or upgrading existing public improvements to be ADA-compliant.*

**Response:** All proposed public improvements shall be ADA-compliant. Therefore, this application is in compliance with this section.



*H. Bridges / culvert crossings:*

1. *ROW: Required ROW shall remain such regardless of the physical width of the crossing, unless the developer obtains approval of Street Adjustment, modification through Planned Unit Development (PUD), or Variance.*

**Response:** The right-of-way for Deer Run Lane is 60-ft wide at the crossing and in the proposed PUD. This is the required right-of-way width for a local residential street. Therefore, this application is in compliance with this section.

2. *Parking: Any parking lane(s) required by the applicable standard cross section shall remain required unless the developer obtains approval of Street Adjustment, modification through PUD, or Variance.*

**Response:** The standard cross section for a local residential street is proposed to be modified through this PUD application for Deer Run Lane to not include parking. See more details on the cross section in Section 3.01.04 below. Therefore, with approval of this modification, this application is in compliance with this section.

3. *Sidewalk widths: A developer may omit from a bridge or culvert the street landscape strips, thereby resulting in curb-tight sidewalk, the minimum width of which shall be either 8 ft where there is to be no adjacent on-street parking or 9 ft where there is to be. Where the City considers a segment of a bicycle/pedestrian facility that is Class A or B to be along sidewalk, the minimum width shall widen to the class standard as applicable. Wider width shall apply where ADA per subsection G applies such that it is required.*

**Response:** The standard cross section for a local residential street is proposed to be modified through this PUD application for Deer Run Lane to have a curb-tight sidewalk width of 5 feet. See more details on the cross section in Section 3.01.04 below. Therefore, with approval of this modification, this application is in compliance with this section.

4. *Fence/railings: Where (1) a street segment is a bridge or culvert crossing, and (2) the public works construction code requires any pedestrian guardrail, handrail, fall protection railing, or safety railing, then it shall be decorative or ornamental (as examples, having an artistic pattern or resembling wrought iron), and a color other than black or charcoal. Any required fence at each end of railings shall be the same color(s).*

**Response:** A proposed handrail is shown on the site plan for the Mill Creek crossing. Therefore, this application is in compliance with this section.

5. *Bridge sides: If the bridge sides are concrete, the surface shall be stamped or treated to resemble either cut stone or rough stone.*

**Response:** The proposed Mill Creek crossing is not a bridge. Therefore, this section is not applicable.

- I. *TSP and other adopted long-range plans: Where such plans identify improvements within a Boundary Street, on the subject property of a development, or abutting a side or rear boundary of the subject property, the improvement or a proportional share of the improvement shall apply as a public improvement standard for the development. Applying a proportionate share may necessitate a developer applying to modify, adjust, or vary from a standard where and as the WDO allows.*

**Response:** Partial street improvements are proposed for the west side of South Pacific Highway pursuant to typical section shown in Figure 3.01R. The extent of the partial street improvement is shown on sheet SP-2 of the site plan as being from and including the 8-ft wide bike lane through to the 10-ft wide PUE. Full-street improvements are proposed for the

extension of Hawley Street pursuant to typical section shown in Figure 3.01G. The applicant is providing street improvements for Deer Run Lane that are modified through this PUD application. Therefore, this application is in compliance with this section.

*J. Off-site public improvements: To provide for the safety of the traveling public and ensure improved access to a development site consistent with Comprehensive Plan policies and WDO purposes and objectives for orderly urbanization and extension of public facilities, the Director may require off-site improvements reasonably related to a development and concurrent with it.*

**Response:** The applicant will comply with requirements for off-site improvements that are reasonably related to this project. Therefore, this application is in compliance with this section.

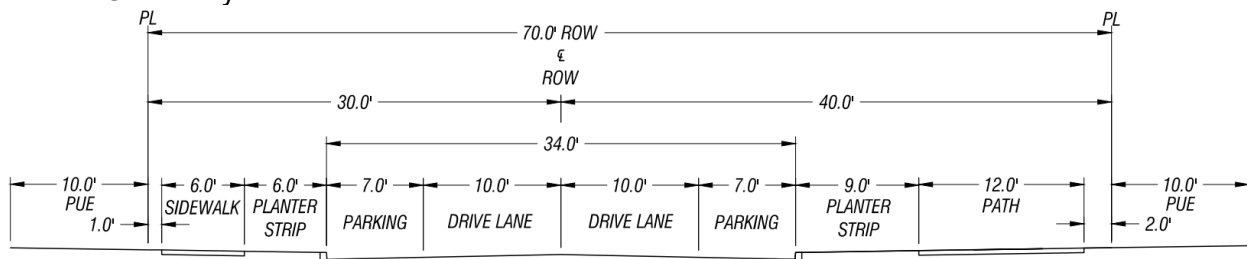
### 3.01.04 Street Cross Sections

*B. All public streets under the jurisdiction of the City of Woodburn shall comply with the cross-sections depicted in this Section, unless the developer obtains approval of Street Adjustment, modification through Planned Unit Development, Zoning Adjustment, or Variance as the WDO allows them to be applicable.*

*1. For local residential streets, the standard cross section is Figure 3.01G. Another among local cross section figures, or a custom cross section, may apply through Street Adjustment or Planned Unit Development.*

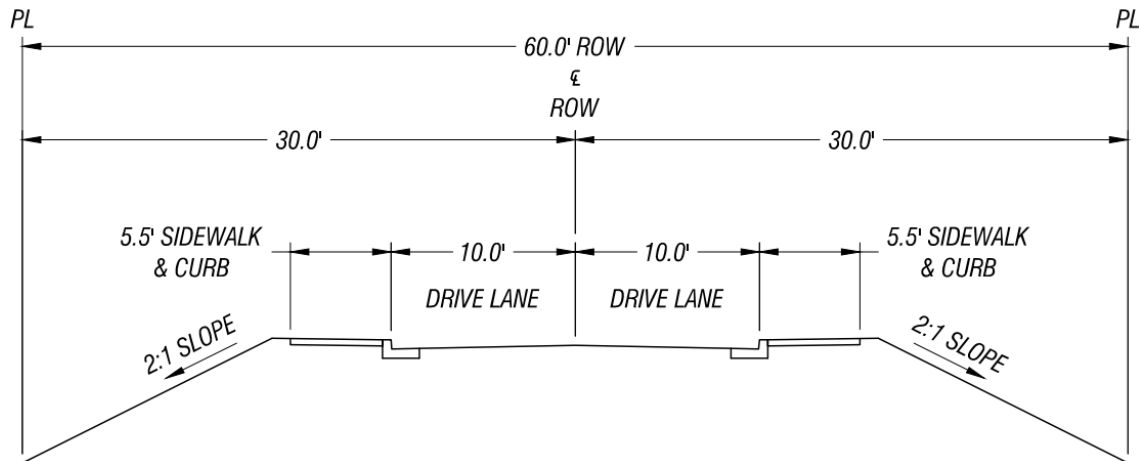
**Response:**

- Proposed Pond Place and the extension of Hawley Street will comply with the standard cross-section in Figure 3.01G.
- Greenway Terrace:



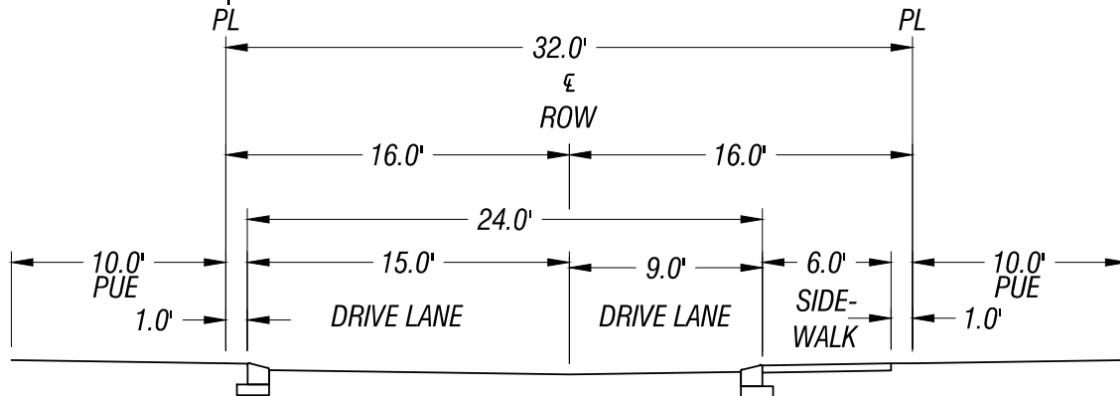
Modified Figure 3.01G for Greenway Terrace

- Starting at the access to South Pacific Highway and extending to the intersection with Pond Place, Greenway Terrace will use a modified Figure 3.01G cross-section that incorporates a bicycle/pedestrian corridor as required by Table 3.01A(1)(c) as shown above and in the attached site plan. Pursuant to 3.01.04(C), no street adjustment or variance is required.
- From the intersection with Pond Place to its southern dead end, Greenway Terrace will use a standard Figure 3.01G cross-section.
- Deer Run Lane will use the cross-section as shown below and in the attached site plan. This is a proposed modification through this PUD application.



Deer Run Lane Cross-Section

- Hermanson Lane is a shared rear lane and applies a modified cross-section Figure 3.01J as shown below and in the attached site plan. The modification widens the drive lanes to allow fire truck access up to the maximum 20-ft wide pavement, and a sidewalk allows bicycle/pedestrian access. Pursuant to 3.01.04(C), no street adjustment or variance is required.



Modified Figure 3.01J for Hermanson Lane

3. *S. Pacific Highway from E. Cleveland Street to South UGB: The Director may administratively allow a developer to apply cross section Figure 3.01R to that segment of S. Pacific Highway instead of 3.01B. If the administrative option is closed, a developer may request to apply Figure 3.01R through Street Adjustment. If the City approves, among other conditions it may require any of the same ROW dedication as Figure 3.01B would have required, a wider streetside PUE equivalent to such ROW, or a combination of some excess ROW and wider PUE.*

*Landscape or planter strips shall have area remaining after street tree plantings landscaped with lawn grass or, if the Public Works Director in writing allows, a species of groundcover. Cobblestones, gravel, pebbles, and rocks are prohibited. Bark dust, mulch, or wood chips are permissible only within the immediate vicinity of a street tree trunk. The developer shall install landscape strip irrigation, and shall provide temporary irrigation during construction, per the public works construction code.*

**Response:** The application proposes to apply cross-section Figure 3.01R to the partial street improvements on South Pacific Highway. The portion of South Pacific Highway is within the area

from E. Cleveland Street to South UGB. A landscaping plan shall be completed by others and will comply with the WDO. Therefore, with Director approval, application is in compliance with this section.

### **3.01.05 Street Layout**

#### *B. Termination of Streets and Off-Street Bicycle/Pedestrian Facilities*

##### *2. Temporary Dead End Streets*

*Streets extensions that result in temporary dead end streets, or stub streets, shall:*

- a. Be extended to the adjoining land when it is necessary to give access to, or permit, a future division of adjoining land;*

**Response:** Hawley Street and Deer Run Lane are proposed to be connected to their existing dead ends in adjoining developments. Therefore, this application is in compliance with this section.

- b. Require a barricade at the end of the street to be installed and paid for by the property owners. It shall not be removed until authorized by the City of Woodburn.*

- c. Have an all-weather sign at the temporary street terminus, installed by the property owners, that states: "This Street is Planned for Future Extension".*

**Response:** Barricades and signage shall be installed at the ends of Hawley Street, Pond Place, and Greenway Terrace. Therefore, this application is in compliance with this section.

##### *3. Continuity of Off-Street Bicycle/Pedestrian Facilities*

*Public bikeway and pedestrian facilities, other than those incorporated in a street right-of-way, shall either:*

- a. Provide for a continuous system, with each segment originating and terminating with a connection to a public street, a public alley, a shared rear lane, a greenway, a public park, or to a designated activity center; or*

**Response:** The proposed bicycle/pedestrian corridor along Greenway Terrace connects to the sidewalk along Deer Run Lane and then to the existing gravel path along Mill Creek. Therefore, this application is in compliance with this section.

#### *C. Block Standards*

- 1. Block length shall not be less than 200 feet and not more than 600 feet, except where street location is precluded by any of the following;*

- a. Natural topography, wetlands, significant habitat areas or bodies of water, or pre-existing development;*

- b. Blocks adjacent to arterial streets, limited-access highways, collectors or railroads;*

- c. Residential blocks in which internal public circulation provides equivalent access.*

**Response:** One block in the center of the site containing Lots 42-60 and Lots 79-100 is greater than 600 feet, but exception 3.01.05(C)(1)(c) applies. Therefore, this application is in compliance with this section.

- 2. In any block that is longer than 600 feet, as measured from the right-of-way line of the street to the right-of-way line of the adjacent street, a bikeway/ pedestrian facility shall be required through and near the middle of the block.*

**Response:** The block containing Lots 42-60 and Lots 79-100 is the result of a design compromise that accommodates the City's request from PRE 24-17 to make the Mill Creek Greenway a public vista. The PUD overall has excellent bicycle/pedestrian facilities including a 12-foot-wide sidewalk running along said block. Hermanson Lane also provides a sidewalk through the center of the block. Therefore, this application is in compliance with this section.

*D. Street Access*

*Residential development subject to either OFC Section D106 (100 or more multiple-family dwellings) or D107 (30 or more single-family or duplex dwellings) shall comply. Where applicability of either section to a residential development is unclear, then the presumptive standard shall be that if a development has 30 or more dwellings, it shall have two or more means of public access to any of a street, alley, or shared rear lane if a shared rear lane has a public access easement.*

**Response:** Adequate fire access is provided as shown on sheet FA-1 in the attached site plan. Hermanson Lane is a proposed shared rear lane with a public access easement. Therefore, this application is in compliance with this section.

*E. Alleys and Shared Rear Lanes:*

*2. Cross section: The alley standard cross section is Figure 3.01J.*

**Response:** Hermanson Lane is a shared rear lane and applies a modified cross-section Figure 3.01J. The modification widens the drive lanes to allow fire truck access up to the maximum 20-ft wide pavement, and a sidewalk allows bicycle/pedestrian access. Pursuant to 3.01.04(C), no street adjustment or variance is required. Therefore, this application is in compliance with this section.

*F. Local street connectivity plan:**3. Standards:*

*a. Cross section: Based on Section 3.01.04B.1, the presumptive minimum width shall be 70 feet for a full width future street corridor or 35 feet for a half-street corridor. The Director may establish a wider standard if more than a half-street width but less than full width is within the development.*

**Response:** This section requires a 70-ft width, but defers to Section 3.01.04B.1, which in turn references Figure 3.01G, which states 60-ft right-of-way three times. This application is assuming a 60-ft right-of-way for the future street corridor standard. Therefore, this application is in compliance with this section.

*b. Extent: The presumptive minimum extent begins at an existing street and either connects to a different street or protects future connection. The Director may determine extent of a street connection by considering factors including:*

- (1) TSP Figures 2, 8 & 9;*
- (2) An applicable off-street bicycle/pedestrian facility in or adjacent to a development;*
- (3) Access management per Section 3.04;*
- (4) Existing and future bus transit;*
- (5) Proximity to parks and public schools;*
- (6) Context of developments in the vicinity;*
- (7) Whether a development is in a region within the UGB that has a sparse street network;*
- (8) The layout of regional public potable water, sanitary sewer, and drainage and stormwater management lines and facilities; and*
- (9) Where applicable, the ability of development to conform to subsection D above regarding two means of public access.*
- (10) Where applicable, the RCWOD that Section 2.05.05 regulates.*

**Response:** Greenway Terrace, Pond Place, and Hawley Street rights-of-way extend to the property boundary to protect future connection. Therefore, this application is in compliance with this section.

**3.01.06 Street Names**

**Response:** Street names for this application were chosen from a guide provided by the City of Woodburn in the Pre-Application Meeting PRE 25-02 Follow-up Notes. Therefore, this application is in compliance with this section.

**3.01.07 Off-Street Public Bicycle/Pedestrian Corridors**

*C. Corridor width: The corridor of land dedicated to accommodate the facility and related improvements and landscaping shall be either dedicated to the City or covered with one or more public easements that accomplish granting the City and the public access. The minimum width shall be per Table 3.01A:*

**Response:** This application proposes a 12-ft wide paved bicycle/pedestrian facility with a 9-ft wide planter strip in the Greenway Terrace right-of-way that connects South Pacific Highway to the Mill Creek Greenway. Therefore, this application is in compliance with this section.

**3.01.08 Mill Creek Greenway**

*C. Corridor width: The corridor of land dedicated to accommodate the trail and related improvements and landscaping shall be either dedicated to the City or covered with one or more public easements that accomplish granting the City and the public access. The presumptive minimum width shall be 24 feet.*

**Response:** The applicant proposes to dedicate to the City Tracts F and I which abut the Mill Creek corridor and vary in width from 60-140 feet. This dedication exceeds these criteria. Therefore, this application is in compliance with this section.

*D. Improvement, amenity, and support facility standards: A developer shall construct trail as a Class A facility. Additional standards are per the Director.*

**Response:** The applicant proposes a bicycle/pedestrian facility to connect the Mill Creek Greenway to South Pacific Highway. The applicant also proposes to provide the following improvements in the Mill Creek Parcels:

- Asphalt paving of existing gravel trail from Deer Run Lane to Wilson St and installing 3 park benches
- Planting appropriate species of trees up to 15 trees within 20 feet of the edge of water of Hermanson Pond and Mill Creek
- Removing non-native plant species within 20 feet of edge of water of Hermanson Pond and Mill Creek

Therefore, this application is in compliance with this section.

*E. Landscaping: Per Section 3.06.*

*F. Fees in-lieu: Per Section 4.02.12.*

*G. Plan review: Same as Section 3.01.07G.*

**Response:** The applicant shall comply with these requirements. Therefore, this application is in compliance with this section.

**3.02 Utilities and Easements****3.02.01 Public Utility Easements & Public Access Easements**

*A. The Director shall require dedication of specific easements for the construction and maintenance of municipal water, sewerage and storm drainage facilities located on private property.*

**Response:** All utilities are proposed to be installed in public rights-of-way or on property owned by or to be dedicated to the City of Woodburn, except for a portion of proposed sanitary sewer main passing through Tax Lot 051W18CD002200. An easement is proposed as shown on sheet

UT-3 of the attached site plan. The applicant understands that this may be a condition of approval for the application.

*B. Streetside: A streetside public utility easement (PUE) shall be dedicated along each lot line abutting a public street at minimum width 5 feet. Partial exemption for townhouse corner lot: Where such lot is 18 to less than 20 feet wide, along the longer frontage, streetside PUE minimum width shall be 3 feet; or, where the lot is narrower than 18 feet, the longer side frontage is exempt from streetside PUE.*

**Response:** Ten-foot-wide streetside PUEs are shown along all streets and shared rear lanes in the attached site plan. Therefore, this application is in compliance with this section.

*C. Off-street: The presumptive minimum width of an off-street PUE shall be 16 feet, and the Public Works Director in writing may establish a different width as a standard.*

**Response:** The proposed sewer easement passing through Tax Lot 051W18CD002200 is 20-foot-wide, which exceeds the minimum requirement of this section. Therefore, this application is in compliance with this section.

*D. City & public access: The minimum width of a public access easement along either a bicycle/pedestrian corridor or sidewalk overlap of property, where the easement serves instead of dedication of either land or ROW to the City, shall be per Section 3.01.07C.*

**Response:** All bicycle/pedestrian corridor facilities are on public land, public rights-of-way, or in a shared rear lane with a proposed public access easement. Therefore, this application is in compliance with this section.

*E. As a condition of approval for development, including property line adjustments, partitions, subdivisions, design reviews, Planned Unit Developments (PUDs), Street Adjustments, Zoning Adjustments, or Variances, the Director may require dedication of additional public easements, including off-street public utility easements and other easement types such as those that grant access termed any of bicycle/pedestrian access, cross access, ingress/egress, public access, or shared access, as well as those that identify, memorialize, and reserve future street corridors in place of ROW dedication.*

**Response:** The applicant understands that this may be a condition of approval for the application.

*F. Streetside PUE maximum width:*

- 1. Purpose: To prevent developers and franchise utilities from proposing wider than minimum streetside PUEs along tracts or small lots after land use final decision; to prevent particularly for a tract or lot abutting both a street and an alley; to encourage developers to communicate with franchise utilities and define streetside PUE widths during land use review and how to what is defined; to avoid overly constraining yards, and to avoid such PUEs precluding front roofed patios, porches, or stoops.*
- 2. Standards: Exempting any lot or tract subject to Figure 3.01B "Major Arterial", the following standards are applicable to a lot or tract with:*
  - a. No alley or shared rear lane: 8 feet streetside.*
  - b. Alley or shared rear lane: Either 8 feet streetside and 5 feet along alley or shared rear lane, or, 5 feet streetside and 8 feet along alley or shared rear lane. Nothing in this section precludes a streetside PUE from variable width where necessary such as to expand around public fire hydrants.*

**Response:** Portland General Electric (PGE) does not allow PUEs less than 10 feet wide, which is in conflict with this standard. This PUD application is proposing 10-foot-wide PUEs throughout the development to be in conformance with PGE standards.

### ***3.02.02 Creeks and Watercourse Maintenance Easements***

- A. Public improvement and maintenance easements shall be dedicated along all creeks and other water courses. On streams and waterways where development is regulated, based on Federal Emergency Management Administration (FEMA) flood hazard delineation, the minimum width shall be adequate to accommodate the 100-year floodway.*
- B. On other open channel water courses, such easements shall, at a minimum, extend from the top of one bank to the top of the other bank. These easements shall include an additional 20 feet in width at the top of the bank along the entire length, on one side of the open channel.*
- C. On all piped systems, the easement shall be a minimum of sixteen feet in width. Wider easements may be required by the Director, when needed to accommodate the installation of, or access to, larger and/or deeper pipes.*

**Response:** All lands encompassing the 100-year floodway is already owned by the City of Woodburn. Therefore, this section is not applicable.

### ***3.02.03 Street Lighting***

**Response:** Street lighting shall be designed by others at the design review phase in accordance with the standards in this section. The applicant understands that this may be a condition of approval for the application.

### ***3.02.04 Underground Utilities***

- B. Street: All permanent utility service within ROW resulting from development shall be underground, except where overhead high-voltage (35,000 volts or more) electric facilities exist as the electric utility documents and the developer submits such documentation.*
  - 1. Developments along Boundary Streets shall remove existing electric power poles and lines and bury or underground lines where the following apply:*
    - a. A frontage with electric power poles and lines is or totals minimum 250 feet; and*
    - b. Burial or undergrounding would either decrease or not increase the number of electric power poles. The developer shall submit documentation from the electric utility.*
  - Where the above are not applicable, a developer shall pay a fee in-lieu, excepting residential development that has 4 or fewer dwellings and involves no land division.*
- C. Off-street: All permanent utility service to and within a development shall be underground, except where overhead high-voltage (35,000 volts or more) electric facilities exist.*

**Response:** The applicant shall coordinate with franchise utilities to conform to these requirements. Therefore, this application is in compliance with this section.

## **3.03 Setbacks and Open Space**

### ***3.03.01 Setbacks***

- A. Setbacks*
  - 1. No required setback provided for any building or structure shall be considered as providing a setback for any other building.*
  - 2. No required setback for any building or structure shall be considered as providing lot coverage for another building, except for a common area not required to be located within a lot, when owned by a homeowner's association in a Planned Unit Development (PUD).*



- B. Setbacks shall be open and unobstructed by buildings or structures from the ground to the sky, except as may otherwise be permitted in this Section and in Accessory Structures (Section 2.06).*
- C. No portion of a lot necessary to meet the standards for lot area, width, frontage, setbacks, lot coverage, open space, or other requirement of this Ordinance shall have more than one owner, except through a zoning adjustment, or variance.*

**Response:** The PUD design is in conformance with this section. Therefore, this application is in compliance with this section.

### ***3.03.02 Street Widening Setbacks***

- A. Street Widening Setbacks are necessary when the existing street right-of-way is less than the designated right-of-way in the Woodburn Transportation System Plan, including as relates to Section 3.01.05F “Local Street Connectivity Plan”. Street Widening Setbacks ensure that development will conform with setback and vision clearance requirements, after a full right-of-way has been acquired.*
- B. Street Widening Setback distances shall be measured at right angles to the center line of street rights-of-way.*
- C. Where dedicated rights-of-way are less than the Street Widening Setback, the setback abutting a street shall be measured from the Street Widening Setback. All regulations applicable to setbacks abutting streets and vision clearance areas shall apply to the area between the lot line and the Street Widening Setback. Fences and walls are allowed up to the property line.*

**Response:** South Pacific Highway falls under the Major Arterial Road Classification. However, the standard cross-section in the project area is Figure 3.01R which has a minimum right-of-way of 80 ft. Pursuant to Table 3.03A(Other), the Street Widening Setback from Centerline is 40 ft. The existing right-of-way to centerline is 40 ft. Therefore, no Street Widening Setback is required, and this application is in compliance with this section.

### ***3.03.03 Projections into the Setback Abutting a Street***

- A. Chimneys, flues, bay windows, steps, eaves, gutters, sills, pilasters, lintels, cornices, planter boxes and other ornamental features may not project more than 24 inches into the setback abutting a street.*
- B. Covered, unenclosed porches shall maintain at least a 5 foot setback from the property line or Street Widening Setback.*
- C. A balcony, outside stairway or other unenclosed, unroofed projection may not project into a minimum front or street setback of the primary building so much that it would encroach into the streetside public utility easement (PUE). (Regarding PUEs, see Section 3.02.01.)*
- D. Arbors, archways, pergolas and trellises shall be exempt from the setback abutting a street.*
- E. Uncovered decks, not more than 18 inches above final grade, shall maintain at least a three foot setback from the property line or Street Widening Setback.*
- F. Flag poles shall maintain at least a five foot setback from the property line or Street Widening Setback.*

**Response:** Architectural designs have not been determined at this time, but they shall comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

### ***3.03.04 Projections into the Side Setback***

- A. Chimneys, flues, bay windows, steps, eaves, gutters, sills, pilasters, lintels, cornices, planter boxes and other ornamental features may not project more than 24 inches into a side setback.*
- B. Fire escapes, when not prohibited by any other code or ordinance, may not project into a side setback farther than one-third of the width of the setback, or less than three feet.*

*C. Uncovered decks, not more than 18 inches above final grade, shall maintain at least a three foot setback from the property line or Street Widening Setback.*

**Response:** Architectural designs have not been determined at this time, but they shall comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

### **3.03.05 Projections into the Rear Setback**

- A. Chimneys, flues, bay windows, steps, eaves, gutters, sills, pilasters, lintels, cornices, planter boxes and other ornamental features may project not more than 24 inches into the rear setback.*
- B. A balcony, outside stairway or other unenclosed, unroofed projection may not project more than 10 feet into a rear setback. In no case shall such a projection come closer than 5 feet from any lot line or Street Widening Setback.*
- C. Covered, unenclosed porches, extending not more than 10 feet beyond the rear walls of the building, shall maintain at least a 10 foot setback from the rear property line or 5 feet from Street Widening Setback, or, may have a zero setback along an alley or shared rear lane except it shall be set back to not encroach with the PUE, if any, along the alley or shared rear lane.*
- D. Uncovered decks not more than 18 inches above final grade shall maintain at least a three foot setback from the property line or Street Widening Setback.*
- E. No permitted projection into a rear setback shall extend over an alley, unless the projection is minimum 14 feet above alley grade and the Public Works Director in writing authorizes, or, come within six feet of an accessory structure.*
- F. Accessory structures are not considered projections into a rear setback, but have separate setback requirements listed in this Ordinance (Section 2.06).*

**Response:** Architectural designs have not been determined at this time, but they shall comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

### **3.03.06 Vision Clearance Area**

- C. Vision clearance area shall contain no plants, fences, walls, structures, signs, parking spaces, loading spaces, temporary or permanent obstructions exceeding 42 inches in height (measured from the top of the curb or, where no curb exists, from the street centerline), except:*
  - 1. Trees, provided branches and foliage are removed to a height of 7 feet above grade;*
  - 2. Utility poles;*
  - 3. Utility boxes less than ten inches at the widest dimension; and*
  - 4. Traffic control signs and devices.*

**Response:** The PUD shall comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

## **3.04 Vehicular & Bicycle/Pedestrian Access**

### **3.04.01 Applicability and Permit**

#### **A. Street Access**

*Every lot and tract shall have minimum access per subsection 1. or 2.:*

- 1. Direct access to an abutting public street, alley, or shared rear lane; or*
- 2. Access to a public street by means of a public access easement and private maintenance agreement to the satisfaction of the Director, revocable only with the concurrence of the Director, and that is recorded. The easement shall contain text that pursuant to Woodburn Development Ordinance (WDO) 3.04.03B.3, the public shared access (ingress and*

*egress) right of this easement is revocable only with the written concurrence of the Community Development Director.*

- 3. Alley: Where proposed or required, every lot and tract abutting it shall access it instead of a public street.*
- 4. Shared rear lane: Where proposed or required, and it has a public access easement the same as per subsection 2, it may substitute for an alley, and every lot and tract abutting it shall access it instead of a public street.*

**Response:** The PUD meets these criteria. Therefore, this application is in compliance with this section.

*B. Access to City Streets*

*A City access permit shall be required for any new or modified vehicular access to a street that is under City jurisdiction.*

**Response:** The PUD shall comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

*D. Access to State Highways*

*Access to a transportation facility under the jurisdiction of the Oregon Department of Transportation (ODOT) shall be subject to State requirements. The Director may incorporate ODOT requirements into the conditions of approval for any application.*

**Response:** The PUD shall comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

**3.04.03 Access Management: Driveway Guidelines and Standards**

*B. Number of Driveways*

- 1. For residential uses, along streets the maximum number of driveways per lot frontage shall be as follows and if and as subsection D further limits:*
  - a. Single-family dwelling and dwelling other than multiple family and other than townhouse: One driveway for every 100 feet of lot frontage. For a corner lot wider than 25 feet, the Director may prohibit a driveway on one of the frontages based on the factors of street functional class and whether the required street cross section includes on-street parking.*

**Response:** The PUD meets these criteria. Therefore, this application is in compliance with this section.

- 2. Oregon Fire Code: A minimum of two driveways shall be provided in developments as follows:*

*b. Where OFC Appendix D Section D107 is applicable (30 or more single family dwellings or duplexes);*

*d. Exceptions:*

- (2) The Woodburn Fire District Fire Marshal may in writing exempt subject development from a second driveway if determining that instead of a second driveway, one or more development Boundary, Connecting, or Internal Streets, public alleys, or shared rear lanes with public access, can serve as the one or more "fire apparatus access roads" that OFC Appendix D references and requires.*

**Response:** Adequate fire access is provided as shown on sheet FA-1 in the attached site plan. Therefore, this application is in compliance with this section.

3. For nonresidential uses, the number of driveways should be minimized based on overall site design, including consideration of:

- a. The function classification of abutting streets;
- b. The on-site access pattern, including parking and circulation, joint access, turnarounds and building orientation;
- c. The access needs of the use in terms of volume, intensity and duration characteristics of trip generation.

**Response:** The only proposed non-residential uses with vehicular access are the clubhouse and the three parking tracts. The layout of these tracts is in conformance with these criteria. Therefore, this application is in compliance with this section.

#### C. Joint Access

2. A partition, subdivision, or PUD should be configured so that lots abutting a Major Arterial, Minor Arterial, Service Collector, or Access Street have access to a local street, alley, or shared rear lane. Access to lots with multiple street frontages should be from the street with the lowest functional class.

**Response:** The PUD meets these criteria. Therefore, this application is in compliance with this section.

3. Every joint driveway or access between separate lots shall be per the same means as in Section 3.04.01A.2.

**Response:** The lots that take access on Hermanson Lane shall comply with this section. Therefore, this application is in compliance with this section.

#### 4. Standards:

- a. Easement: Per Section 3.04.01A.2 and minimum width 20 feet.
- b. Improvements: The easement and the drive aisle or aisles it follows shall align along centerline. Each shared access drive aisle shall extend to the property line with no terminating curb and no fixed barrier mounted to the drive aisle. The drive aisle minimum width is 20 feet if without side curbs and 21 feet inclusive of side curbs.

**Response:** The modified cross-section Figure 3.01J proposed for Hermanson Lane provides a 6-foot wide sidewalk on one side of the drive lane, making the cross-section asymmetrical. The overall width of the drive lanes and sidewalk together is, however, centered within the private street boundary, which meets the intent of this section.

#### D. Access management:

1. Residential development other than multiple-family dwellings: The Director may require that two or more dwellings across two or more lots within a partition, subdivision, or Planned Unit Development to share driveways, for example, by requiring detached houses on adjoining lots to share a driveway along a common lot line.

**Response:** The applicant understands that the Director may choose to require shared driveways on common lot lines. Therefore, this application is in compliance with this section.

#### Table 3.04A – Access Requirements

**Response:**

- Flag Lot Access Width: 24 feet.
- Paved Width of Driveway: Driveway approaches are 16-ft wide.
- Corner Clearance: 30-ft minimum corner clearances are provided.
- Turnarounds: Fire apparatus turnarounds are provided for in the proposed PUD as shown on sheet FA-1 of the site plan.

These dimensions meet the criteria. Therefore, this application is in compliance with this section.

#### **3.04.04 Driveway & Drive Aisle Improvement Standards**

*The portion of a driveway on private property shall be paved. Asphalt, brick, poured concrete, concrete pavers, and square or rectangular cobblestone pavers are allowed. Particularly within emergency-only fire lanes and lanes for maintenance vehicle access to private drainage and stormwater management facilities, but also anywhere on private property, reinforced cellular concrete (cast on-site) grass paving surface (“grasscrete”) is allowed also. Gravel is allowed only for property with residential zoning, where no land division is involved, and for existing development other than multiple-family dwelling. Gravel must be minimum 10 feet from the ROW of a street.*

**Response:** The PUD meets these criteria. Therefore, this application is in compliance with this section.

#### **3.04.05 Transportation Impact Analysis**

**Response:** A Transportation Impact Analysis (TIA) is attached to this application. Therefore, this application is in compliance with this section.

#### **3.04.06 Bicycle/Pedestrian Access between Sidewalk and Building Entrances**

*C. Walkway: Minimum 1 per frontage except where a wide walkway supersedes. Minimum width 6 feet and may have stairs. For residential development of other than multiple-family dwellings, each lot shall have a walkway minimum 2 feet wide of minimum length such that it connects sidewalk with an entrance to each and every dwelling on a given lot. The walkway shall not overlap a driveway, and where a walkway is flush with a driveway, it shall either (1) be raised minimum 3 inches, have curbing which may be mountable, and be minimum 3 feet and 3 inches wide, or (2) be dyed, patterned, stamped or otherwise treated or of a different paving material than the driveway to visually distinguish it from the adjacent driveway.*

**Response:** The PUD meets these criteria. Therefore, this application is in compliance with this section.

*D. Walkway and wide walkway crossings: A development with crossings of drive aisles shall have one or more crossings made visually distinct from adjacent vehicular pavement and minimum width equal to that of the walkway.*

- 1. Wide walkways: Minimum width 8 ft each. Every crossing along a wide walkway shall be either an extension of wide walkway poured concrete at the same grade as adjacent vehicular area or in the form of a speed table, also known as a raised walkway crossing, minimum 4 inches high and with vehicular side ramps maximum slope ten percent and with striped warning triangles. ADA-compliant transitions or ramps shall be minimum 5 feet wide. For multiple-family dwelling development, the speed table option shall be a requirement.*
- 2. Walkways: Where there are walkways and any of them cross drive aisles, all of the crossings along minimum 1 walkway shall be either an extension of walkway poured concrete at the same grade as adjacent vehicular area and same width as the walkway or in the form of a speed table, also known as a raised walkway crossing, minimum 4 inches high. A developer shall stripe remaining walkway crossings with any of hatch or ladder pattern or three or more bars perpendicular to the crossing.*

**Response:** The PUD is designed with crossings that meet these criteria. Therefore, this application is in compliance with this section.

**3.05 Off-Street Parking and Loading****3.05.02 General Provisions**

- A. All required parking and loading spaces shall be retained and maintained in accordance with the standards of the WDO.*
- B. The land for off-street parking and loading areas shall either be:*
- 1. Owned in fee title by the owner of the structure or site being served by the parking area, or*
  - 2. Subject to legal documentation to the satisfaction of the Director, establishing permanent use of off-street parking that is under separate ownership. The parking, subject to such a parking agreement, shall be in compliance with all requirements and development standards of the WDO. The agreement shall be recorded with the County Recorder and filed with the Director.*

**Response:** The layout of the clubhouse tract is preliminary, and parking requirements have not been determined. The final design of the clubhouse tract shall comply with this section. Therefore, this application is in compliance with this section.

- C. When calculations for determining the number of required off-street parking spaces results in a fractional space, any fraction of a space less than one-half shall be disregarded, and a fraction of one-half or greater shall be counted as one full space.*

**Response:** Calculations for number of required off-street parking is in Section 3.05.03 below and is in conformance with this section. Therefore, this application is in compliance with this section.

*D. Location*

- 1. Off-street parking and loading spaces shall be provided on the same lot as the primary building or use except that:*
  - a. In RS, RIS or RM zones, parking spaces for non-residential uses permitted in the zone may be located on another site, if such site is within 250 feet of the lot containing the primary building, structure or use.*
  - b. In any zone other than RS, RIS or RM, the parking spaces may be located on another site, if such site is within 500 feet of the site containing the primary building, structure or use.*
- 2. Off-street parking shall be located either in the same zone, in a more intensive zone or in a zone where parking is allowed as a permitted use, or subject to approval as a conditional use.*

**Response:** The final design of the clubhouse facilities shall comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

- 3. In residential districts, off-street parking and storage shall be prohibited within a yard abutting a street, except within a driveway leading to a garage or carport.*

**Response:** The final design of the clubhouse facilities shall comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

*E. Setback*

- 2. Parking, loading, and circulation areas shall be set back from a property line a minimum of five feet, excepting any of (a) interior lot lines of lots in a development that have the same owner or that have outbuildings as part of a complex of buildings sited amid parking, such as in an office or industrial park or strip mall, (b) a shared access and use agreement between or among landowners per Section 3.04, and (c) shared access in the specific context of residential development of other than multiple-family dwellings.*

- F. All vehicle parking and loading areas shall be paved to the standards of this ordinance*

- G. All vehicle parking, loading, and storage areas shall be graded and provide storm drainage facilities approved by the Director.*
- H. All parking spaces, except those for residential development other than multiple-family dwellings, shall be constructed with concrete or rubber bumper guards or wheel barriers*
- I. Maneuvering areas shall be designed in compliance with this Section (Table 3.05B). Offstreet parking areas shall be designed so that no backing or maneuvering within a public right-of-way is required. These provisions do not apply to dwellings other than multiplefamily.*
- J. All uses required to provide 20 or more off-street parking spaces shall have directional markings or signs to control vehicle movement, and any dead-end drive aisle 50 feet or longer shall have an MUTCD-compliant “no outlet” sign.*
- K. Except for dwellings other than multiple-family, off-street parking spaces shall be delineated by double parallel lines on each side of a space, except a side adjacent to any of curb or ADA parking accessible aisle. The total width of the lines shall delineate a separation of two feet. The lines shall be four inches wide (See Figure 3.05C).*
- L. Parking area lighting for all developments shall conform to Chapter 3.11.*
- M. Required parking spaces shall be available for parking of operable vehicles of residents, customers, patrons and employees and shall not be used for the storage of vehicles or materials or for the parking of fleet vehicles, except for those fleet vehicles:*
  - 1. Driven by an employee to the site each work day from home, or*
  - 2. Stored during periods other than normal business hours.*
- N. Walkway crossings: Parking areas with multiple aisles shall have minimum 1 walkway or wide walkway that passes through the parking area to the aisle farthest from the building. Each walkway crossing shall conform to Section 3.04.06D.*

**Response:** The final design of the clubhouse facilities will comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

### **3.05.03 Off-Street Parking**

- A. Number of Required Off-Street Parking Spaces*
  - 1. Off-street vehicle parking spaces shall be provided in amounts not less than those set forth in this Section (Table 3.05A).*
  - 2. Off-street vehicle parking spaces shall not exceed two times the amount required in this Section (Table 3.05A).*

**Response:** Architectural designs for the residential lots and the clubhouse building and site layout have not been finalized at this time. Off-street parking shall be designed in conformance with this section at design review. The applicant understands that this may be a condition of approval for the application.

- B. ADA: Accessible parking shall be provided in amounts not less than those that ORS 447.233 requires. The number of accessible spaces shall be included as part of total required vehicle parking spaces.*
- C. A maximum of 20 percent of the required vehicle parking spaces may be satisfied by compact vehicle parking spaces.*
- D. Off-street vehicle parking spaces and drive aisles shall not be smaller than specified in this Section (Table 3.05B).*
- E. A developer shall provide off-street bicycle parking per the minimums and standards in Tables 3.05D & G and the additional standards in Section 3.05.06.*

**Response:** The final design of the clubhouse facilities shall comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

*F. Garages**1. For dwellings other than multiple-family:*

- a. The parking spaces required by this section (Table 3. 05A) shall be in a garage or garages; however, garages or carports are not required for duplexes, triplexes, quadplexes, townhouses, and cottage clusters in compliance with OAR 660-046-0220(2)(e)(D).*
- b. There shall also be an improved parking pad, abutting the garage doorway, for each opposing parking space within a garage if the garage abuts a street. Each parking pad shall have the minimum dimensions of 8 feet wide by 18 feet long.*

**Response:** Architectural designs have not been determined at this time, but they shall comply with this section. The applicant understands that this may be a condition of approval for the PUD application.

**3.09 Planned Unit Developments****3.09.01 Allowable Types and Minimum Area of PUDs***B. Residential PUD*

- 1. A Residential PUD shall consist entirely of property zoned RS, RM, RSN, RMN, RIS, or P/SP, or in more than one such zone. A PUD is not allowed in the Neighborhood Conservation Overlay District (NCOD).*
- 2. A Residential PUD shall contain a minimum of two acres.*

**Response:** The applicant requests a residential PUD. The subject lot is in the RM zone and is 22.28 acres. Therefore, this application is in compliance with this section.

**3.09.02 Allowed Uses***B. Residential PUD*

*Any use allowed in any residential zone shall be allowed in a Residential PUD (see Table 2.02A). No separate Conditional Use process shall be required for any use that is described in the Detailed Development Plan and the project narrative.*

**Response:** The proposed use of each parcel is discussed in Section 2.02 above and are in conformance with Table 2.02A. Therefore, this application is in compliance with this section.

**3.09.04 Conceptual Development Plan**

- A. PUDs require both a Conceptual Development Plan and a Detailed Development Plan. These reviews may be accomplished sequentially or as a consolidated review, at the applicant's discretion.*
- B. A Conceptual Development Plan shall include drawings and a narrative describing the surrounding neighborhood, existing site conditions, general development areas, phasing, land uses, building envelopes, architectural theme, landscaping and buffering, streets, bicycle and pedestrian circulation, common areas, utility locations, sign theme, and other information the Director may deem necessary to convey the concept plan.*

**Response:** A combined Conceptual and Detailed Development Plan is attached. Architectural theme and landscaping & buffering are to be designed by others and shall be incorporated into the Development Plan when completed. Therefore, this application is in compliance with this section.

**3.09.05 Detailed Development Plan**

- A. PUDs require both a Conceptual Development Plan and a Detailed Development Plan. These reviews may be accomplished sequentially or as a consolidated review, at the applicant's discretion.*

**Response:** The applicant requests a consolidated review.



*B. No building, grading, access, or other development permit may be issued until a Detailed Development Plan has been approved for at least one phase of the project.*

*C. Buildings shown on a Detailed Development Plan are exempt from Design Review if they are in substantial conformity to the Detailed Development Plan (see Section 3.07.01.B).*

**Response:** The applicant shall comply with these requirements.

*D. A Detailed Development Plan shall include drawings and a narrative sufficient to demonstrate compliance with the Conceptual Development Plan and any conditions of approval previously imposed. A Detailed Development Plan shall provide specific information regarding the site layout, architecture, and proposed amenities. A Detailed Development Plan that proposes land uses not in the Conceptual Development Plan or that deviates by more than ten percent from any development standard in the Conceptual Development Plan for any phase, or that does not meet the standards of this Section shall not be approved. The applicant may request that the decision-maker approve such a plan as an amended Conceptual Development Plan.*

**Response:** The combined Conceptual and Detailed Development Plan is attached and this document is the narrative. Therefore, this application is in compliance with this section.

### **3.09.06 Development Standards**

*A PUD is intended to allow flexibility in the development standards of Sections 2.02 through 2.04 and 3.01 through 3.11. The Detailed Development Plan may propose modified standards without a separate Street Adjustment, Zoning Adjustment, or Variance. Any standard that the City does not accept in writing as a modification shall apply to the PUD. The development standards stated below shall not be modified through the PUD process.*

*A. Common area and density shall comply with Table 3.09A.*

**Response:** Calculations for Table 3.09A are as follows:

- Minimum Common Area Minimum required: 30%
  - Total Gross Area: 30.32 acres
    - This area includes the subject lot and the City-owned tax lots 051W18DC04100 and 051W18DC00100.
    - The two City-owned tax lots are Lots 40 and 41 of Cam's Subdivision. The applicant requests these two lots be included in the calculation of open space because the subject lot is Phase 4 of Cam's Subdivision and are therefore intended to be common open space for the subdivision.
  - Total Common Area: 12.67 acres
    - This area includes Tracts A to C, Tracts E to I, the bicycle/pedestrian facility on Greenway Terrace, and tax lots 051W18DC04100 and 051W18DC00100.
  - Percent Common Area: 41.8%
- Minimum Improved Common Area required: 100 sf per dwelling unit
  - Total Improved Common Area: 54,270 sf
    - This area includes Tracts B, C, E, and H.
  - Improved Common Area Rate: 284 sf per dwelling unit
- Minimum Residential Density required: 15 units per net acre
  - OAR 660-046-0020(10) "Master Planned Community" & 660-046-0205(2)(b) are applicable.
  - Net Area: 11.49 acres
  - Density: 16.62 units per net acre

These calculations meet the criteria in Table 3.09A. Therefore, this application is in compliance with this section.

*B. Improved Common Area*

- 1. Common areas are deemed improved if they are provided with benches, playground equipment, gazebos, picnic facilities, or similar amenities. Lawn area by itself does not constitute improvement. Trails or paths do not constitute improvement, unless they connect to the public trail system.*
- 2. Common meeting or recreation rooms are deemed to be improved common areas.*
- 3. Improved common areas are subject to the performance guarantee provisions of Section 4.02.08.*

**Response:** The tracts included in the Improvement Common Area calculation are the clubhouse tract and the three on-street parking tracts. The applicant shall comply with the performance guarantee provisions of Section 4.02.08. Therefore, this application is in compliance with this section.

*C. Streets*

- 1. A PUD shall conform to and, where possible, enhance existing or planned vehicle, pedestrian and bicycle networks, including connections and functionality. Note: See Figures 7-1 (Functional Classification Designations), 7-3 (Pedestrian Plan), and 7-4 (Bicycle Plan) of the Transportation System Plan.*

**Response:** The PUD is designed to enhance vehicle, pedestrian, and bicycle networks in conformance with the WDO and TSP.

- Functional Classification Designations:
  - South Pacific Highway is a Major Arterial. The application proposes to construct half-street improvements on South Pacific Highway in accordance with WDO Figure 3.01R, which is specific to South Pacific Highway. Also proposed is striping to create turn lanes on both the northbound and southbound lanes of the highway.
  - Greenway Terrace, Pond Place, Hawley Street, and Deer Run Lane are classified as Local Streets by the TSP, and more specifically classified as Local Residential Streets by the WDO.
    - Greenway uses a modified Figure 3.01G cross-section in the enhanced bicycle/pedestrian facility section, and a standard Figure 3.01G elsewhere.
    - Hawley and Pond use a standard Figure 3.01G.
    - Deer Run uses a reduced cross-section with curb-tight sidewalks and no on-street parking as allowed by 3.01.03(H) regarding bridge and culvert crossings. The right-of-way remains the full 60-ft width as required by the same section. The proposed culvert crossing of Mill Creek is in accordance with the TSP Local Street Connectivity Plan.
- Pedestrian Plan and Bicycle Plan:
  - The proposed PUD provides a 12-ft wide concrete bicycle/pedestrian facility and 9-ft wide planter strip along Greenway Terrace, from South Pacific Highway to the Mill Creek Greenway corridor. This facility connects to sidewalks on Deer Run Lane to the west, which then connects to the existing trail along Mill Creek.
    - This facility, in conjunction with the proposed Hawley Street connection accomplishes Project P59 of the Pedestrian Plan to connect Hawley Street to South Pacific Highway.
    - This application also proposes to pave the above-mentioned trail from Deer Run Lane northward to Wilson Street. Further improvements to said trail are listed in detail above in Section 3.01.08. These improvements are

in accordance with the Transportation System Plan, especially the sections regarding the Mill Creek Greenway.

- The proposed cross-section for Hermanson Lane is an enhanced version of Figure 3.01J with a wider drive section for fire apparatus access and a sidewalk for pedestrian connectivity.

*2. All streets shall be public.*

**Response:** Greenway Terrace, Pond Place, Hawley Street, and Deer Run Lane are all proposed to be in public rights-of-way. Hermanson Lane is a shared rear lane to be built with a modified alley section and not meant to be used for normal traffic circulation. It is therefore exempt from this criterion, but the other streets meet this criterion.

*3. Boundary and connecting streets shall use the street sections of Section 3.01.04.*

*4. Internal streets may use the street sections of Section 3.01.04, or the PUD may propose other street sections, provided that the streets:*

- a. conform to the Oregon Fire Code(seeFigures3.04Cand3.04D)*
- b. include sidewalks, and*
- c. are constructed to the specifications of the Public Works Department.*

**Response:** See section 3.01.04 above.

*5. Alley / shared rear lane: Where the PUD is not within the RSN or RMN zoning district, is 3 or more acres, includes residential use, and is proposed for a total of 20or more lots, then one or more alleys or shared rear lanes as Section 1.02 defines shall serve minimum 20 percent of all lots and tracts.*

**Response:** Fifty-two out of 100 lots are served by the shared rear lane, Hermanson Lane, which meets this criterion. Therefore, this application is in compliance with this section.

*D. Parking*

*If a front setback of less than 20 feet is proposed, the requirement of Section 3.05.03 for an improved parking pad for single-family and duplex dwellings may be satisfied by on-street parking or by a common off-street parking lot.*

**Response:** All off-street parking requirements shall be met by garages and improved parking pads. Therefore, this section is not applicable.

*E. Signs*

- 1. A PUD may include a sign plan to require a common architectural design and location.*
- 2. The standards of the Mixed Use Village (MUV) zone shall apply to commercial uses in the residential zones of a Mixed-Use PUD.*

**Response:** No signs are proposed for this application. Therefore, this section is not applicable.

*F. Significant Tree preservation and removal: A PUD cannot modify Sections 3.06.07 and 3.06.08.*

**Response:** There are no trees on the subject lot. Therefore, this section is not applicable.

## Modifications List

The proposed modifications to specific WDO development standards are listed below. Values changed from the standard are highlighted for clarity.

### 2.02 Residential Zones - Table 2.02E

Medium Density Residential (RM) – Site Development Standards Table 2.02E				KEY (See Figure 2.02E)
Lot Area, Minimum (square feet) <sup>1</sup>	Townhouse lot		1,500	
	Interior, flag or cul-de-sac lot	Single-family dwelling, duplex, or triplex	4,500	
		Quadplex or cottage cluster	7,000	
		Any other use	Not specified	
	Corner lot	Single-family dwelling, duplex, triplex, quadplex, cottage cluster, child care facility, or group home <sup>2</sup>	5,000	
		Any other use <sup>3</sup>	Not specified	
Lot Width, Minimum (feet)	Townhouse lot		15	<b>A</b>
	Interior, flag or cul-de-sac lot		30	<b>B</b>
	Corner lot		40	<b>C</b>
Lot Depth, Average (feet)	All lots		75	<b>D</b>
Street Frontage Minimum (feet)	Townhouse lot		15	<b>E</b>
	Interior lot		30	
	Corner lot		40	
	Cul-de-sac lot		24	
	Flag lot <sup>4</sup>		24-30	
Residential Density (units per net acre)	Minimum	Single-family dwelling or duplex	5.2	
		Any other use	12.8	
	Maximum	Multiple-family dwelling	16	
		Child care facility, group care facility or nursing home <sup>3</sup>	32	
		Manufactured dwelling park	12	
		Any other use	Not specified <sup>7</sup>	
Front Setback and Setback Abutting a Street, Minimum (feet)			Per Table 2.02G	<b>F</b> <b>G</b>
Side Setback, Minimum (feet)	Townhouse lot	Common wall	Zero	<b>H</b>
		End unit exterior wall	5	
	Primary	Single-family dwelling, duplex,	5	<b>I</b>

Medium Density Residential (RM) – Site Development Standards Table 2.02E				KEY (See Figure 2.02E)
	structure <sup>5</sup>	triplex, quadplex, cottage cluster, multiple-family dwelling, child care facility or group home <sup>2</sup>		
		Any other use <sup>7</sup>	Same as rear	
	Accessory structure		5	
Rear Setback, Minimum (feet)	Primary structure <sup>5</sup>	Cottage cluster	10	
		Dwelling, child care facility, or group home	20 ft for buildings less than 28 ft height	J K, L
		Any other use, except nonresidential use, abutting DDC, MUV, NNC, CG, CO, IP, SWIR, or IL Zone	Same as Table 2.02B (RS)	J K, L
		Nonresidential use abutting DDC, MUV, NNC, CG, or CO zone <sup>7</sup>	10	
		Nonresidential use abutting IP, SWIR, or IL zone <sup>7</sup>	15	
		Accessory structure <sup>10</sup>		Same as Table 2.02B (RS)
	Any use or structure, regardless of building height: To an alley or shared rear lane		Zero	
	Setback to a Flag Lot Development Vehicular Shared Access Easement, Minimum (feet)			1
Lot Coverage, Maximum (percent)	Single-family dwelling, dwellings other than multiple-family, child care facility or group home <sup>2</sup>	Primary building height 16 feet or less	40	
		Primary building height more than 16 feet	40	
	Any other use		Not specified <sup>6</sup>	
Building Height, Maximum (feet)	Primary structure		35	N
	Features not used for habitation		70	
	Accessory structure <sup>10</sup>		15	
1. In flag lot development, excluding vehicular shared access easement area (See Section 1.02, Lot area)				
2. Child care facility for 12 or fewer children, group home for five or fewer persons				

**3.01.03(D) Connecting Streets**

*D. Connecting Streets*

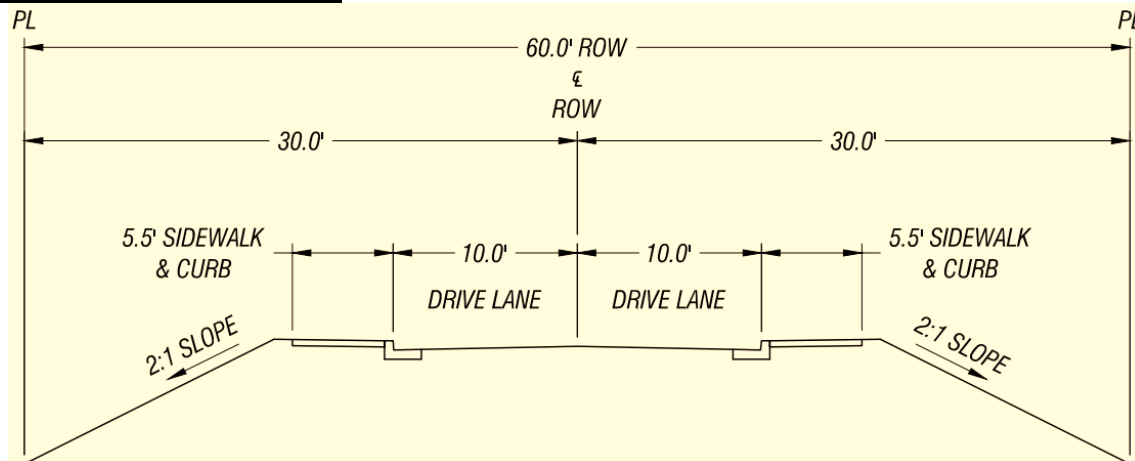
1. The minimum improvements for a Connecting Street shall be one paved 10-foot travel lane in each direction.
2. Connecting streets shall extend from the boundary street of a development, to the nearest intersection that meets the cross-section and improvement requirements of this Section, or 1,000 feet, whichever is less.

**3.01.03(H) Bridges/Culvert Crossings**

*H. Bridges / culvert crossings:*

1. ROW: Required ROW shall remain such regardless of the physical width of the crossing, unless the developer obtains approval of Street Adjustment, modification through Planned Unit Development (PUD), or Variance.
2. Parking: Any parking lane(s) required by the applicable standard cross section may be omitted.
3. Sidewalk widths: A developer may omit from a bridge or culvert the street landscape strips, thereby resulting in curb-tight sidewalk, the minimum width of which shall be 5 ft. Wider width shall apply where ADA per subsection G applies such that it is required.
4. Fence/railings: Where (1) a street segment is a bridge or culvert crossing, and (2) the public works construction code requires any pedestrian guardrail, handrail, fall protection railing, or safety railing, then it shall be decorative or ornamental (as examples, having an artistic pattern or resembling wrought iron), and a color other than black or charcoal. Any required fence at each end of railings shall be the same color(s).
5. Bridge sides: If the bridge sides are concrete, the surface shall be stamped or treated to resemble either cut stone or rough stone.

**3.01.04(B) Street Cross Sections**



**Figure 3.01S – Deer Run Lane**

**For the connection of Deer Run Lane from Greenway Terrace to Cam's Subdivision**