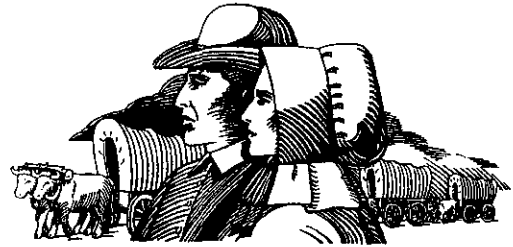


CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



AGENDA

**City Commission Chambers - City Hall
October 9, 2000 at 7:00 P.M.**

PLANNING COMMISSION MEETING

- 7:00 p.m. 1. **CALL TO ORDER**
- 7:05 p.m. 2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA**
- 7:10 p.m. 3. **APPROVAL OF MINUTES:** September 11, 2000
- 7:15 p.m. 4. **PUBLIC HEARINGS**
- CU 00-05;** City of Oregon City / 18955 S. South End Road/ Clackamas County Map # 3S-1E-1DC, Tax Lot 400; Requesting a conditional use permit for the construction of a fire station.
- 7:45 p.m. 5. **CU 00-06;** Metro/ 2001 Washington Street/ Clackamas County Map 2S-2E-29, Tax Lot 904 & 801; Annual review of Metro South Transfer Station Operations.
- 8:15 p.m. 6. **ZC 00-03/ WR 00-10;** Land Tech, Inc./ 19443, 19405, 19385 South Pease Road/ Clackamas County Map # 3S-2E-07B, Tax Lot 2400, 2500 & 2600; Requesting a zone change from R-10 to R-8 Single-Family Dwelling District. *(Mailed Separately)*
- 9:00 p.m. 7. **OLD BUSINESS**
- 9:05 p.m. 8. **NEW BUSINESS**
- A. Presentation of the Nonpoint Education for Municipal Officers (NEMO) Program** *(Material Attached)*
- B. Staff Communications to the Commission**
- C. Comments by Commissioners**
- 9:40 p.m. 9. **ADJOURN**

NOTE: HEARING TIMES AS NOTED ABOVE ARE TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL CITY HALL, 657-0891, 48 HOURS PRIOR TO MEETING DATE.

DRAFT

**CITY OF OREGON CITY
PLANNING COMMISSION MINUTES
September 11, 2000**

COMMISSIONERS PRESENT

Chairperson Hewitt
Commissioner Carter
Commissioner Orzen
Commissioner Surratt
Commissioner Vergun

STAFF PRESENT

Maggie Collins, Planning Manager
Rich George, City Attorney
Carrie Foley, Recording Secretary

1. CALL TO ORDER

Chairperson Hewitt called the meeting to order.

2. PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA

None.

3. APPROVAL OF MINUTES: August 14, 2000 Meeting, July 12, 2000 Work Session

Commissioner Carter moved to accept the minutes of the July 12, 2000 Planning Commission work session with no changes, **Commissioner Orzen** seconded.

Ayes: Carter, Orzen, Surratt, Hewitt; Nays: None; Abstains: Vergun

Commissioner Orzen moved to accept the minutes of the August 14, 2000 Planning Commission meeting with no changes, **Commissioner Carter** seconded.

Ayes: Carter, Orzen, Surratt, Vergun, Hewitt; Nays: None

4. PRESENTATIONS

A. Molalla Avenue Improvement Project

Sharon Zimmerman, Associate Engineer for Oregon City, stated the Engineering Division has determined guidelines for the Molalla Avenue Improvement Project and has selected Wallace Engineering as the project consultant team.

Bob Wallace stated that the Wallace team worked with City staff to complete a transportation study with a focus on long term planning for the Molalla corridor between Division Street and South 213rd Avenue. He handed out a presentation packet that included a 5 to 10 year multi-phased improvement plan that emphasizes alternatives that would encourage a pedestrian-friendly environment and multi-modal transportation.

Mike O'Brien, Landscape Architect for Greenworks, reviewed pictures from the presentation packet and stated that existing conditions that require modifications are narrow or non-existent sidewalks, curbs extending to the property line, too many street signs, and too many driveways in some sections of Molalla. He stated that the proposed improvements include street furniture and lights, sidewalk cafes, median strips, and special material paving at crosswalks.

Nancy Krushauer stated that Molalla is the “backbone” of Oregon City and a major arterial and transit corridor. She stated that it is in the City’s interest to make modifications to Molalla that improve sidewalks, increase bus service, comply with ADA accessibility requirements, and support pedestrian-friendly environments. She stated that land use compatibility is an important issue, especially within commercial districts, and that the Planning Commission would be able to assist in this area. She stated that Maggie Collins would review the project’s final draft report with the Planning Commission, the report would then be adopted as an ancillary document to the City’s Comprehensive Plan and linked with the Transportation System Plan when it is delivered.

Commissioner Vergun asked about the history of this project and asked how the public could get involved. **Nancy Krushauer** responded that the Engineering Division started to focus on the long-term development of Molalla in 1997 while reviewing a standard re-pave/re-stripe project. She stated that they found there was a need for increased capacity and safety along the Molalla corridor. The City staff determined guidelines for improvements in April 2000 and recently selected Wallace Engineering as the project consultant team. She stated that they had held a public open house before tonight’s Planning Commission meeting and are planning on another public review event in the near future.

Chairperson Hewitt asked how traffic capacity is increased when four lanes of traffic are reduced to two lanes. **Bob Wallace** replied that turn-only lanes and buss pull-outs will increase traffic flow, but the main objective is to increase capacity for all types of traffic, including public transit, cars, pedestrians, and bikes. The proposed design does not strictly refer to automobile traffic.

Commissioner Carter stated that she is not in favor of building commercial structures up to the sidewalk and feels that Oregon City will lose its unique flavor of “checkerboard” open areas. She stated that she would like more green spaces developed in those open areas.

Chairperson Hewitt asked if the City owns the entire project area of Molalla. **Sharon Zimmerman** replied that the City is currently in negotiations with the County for the one remaining section of the project area that the City does not own.

B. South Corridor Transportation Alternative Update

Doug Zenn stated that the South Corridor project began in 1998 after the failed light rail initiative. Metro worked to create the document "Wide Range of Alternatives" for the South Corridor that included three segments: Portland to Milwaukie, Milwaukie to Clackamas Town Center, and Milwaukie to Oregon City. Community volunteers have formed policy groups for each segment and will make project recommendations to the Policy Committee, who will begin technical analysis for each transit alternative recommended. He reviewed two handouts about the project and stated that the public could get involved by contacting Metro customer service.

Chairperson Hewitt reviewed the public hearing procedures and speaker time guidelines.

OPEN OF PUBLIC HEARING

5. PUBLIC HEARING (Legislative)

AN 00-04; Clackamas County Fire District #1; Annexation of 0.40 acres from Clackamas County into the City of Oregon City; Clackamas County Tax Assessor Map 3S-1E-12D, Tax Lot 1401.

STAFF REPORT

Maggie Collins reviewed the staff report prepared by Metro and stated the annexation request would require a Planning Commission ballot placement recommendation to the City Commission. She stated that City staff suggests that portions of Central Point Road and White Lane adjacent to the subject parcel be included for annexation in the Planning Commission's recommendation.

Chairperson Hewitt asked about the historical definition of "adequate access." **Ken Martin** of Metro stated that "adequate access" has been determined on a case-by-case basis; the engineers conduct traffic plan research in more complex cases. He stated that unimproved intersections could be approved if there is proof of a planned upgrade with proper funding already in place. **Chairperson Hewitt** stated that underfunding is often a problem in these cases.

TESTIMONY IN FAVOR

Dan Kearns; 610 SW Alder Street, Suite 803; Portland, OR 97205

Dan Kearns stated that he is the applicant's lawyer and asked for Planning Commission approval based on the findings of the staff report. He stated that the subdivision adjacent to the subject property was annexed two years ago. At that time a traffic study was done for 54 proposed lots. The subdivision has been developed to only 40 lots and as the subject property development would allow for a maximum of two dwellings, the traffic impact would be minimal. He stated that frontage improvements and dedications would be done with the cooperation of the adjacent subdivision.

Commissioner Vergun asked why the island was originally created. **Dan Kearns** responded that the parcel was owned by the Clackamas Fire Department and planned for a new fire station. The Clackamas Fire Department decided not to develop the property and the applicant purchased the parcel.

TESTIMONY IN OPPOSITION

Kathy Hogan; 19721 South Central Point Road; Oregon City, OR 97045

Kathy Hogan stated that she is not in favor of annexation and stated that the parcel should have been used for a new fire station.

CLOSE OF PUBLIC HEARING

DELIBERATION BY COMISSIONERS

Commissioner Vergun stated that he sees nothing in the application that should prevent it from going in front of the voters. He asked for clarification on one of the findings pertaining to water and fire services. **Chairperson Hewitt** stated that the language clarified that the Clackamas Fire District would no longer provide service to the annexed parcel. **Maggie Collins** stated that the language was included in the findings and there would be no need to make a special recommendation for fire services if the Planning Commission agreed with the staff findings.

Commissioner Vergun moved to recommend approval of the application by the City Commission based on the findings of the staff report, **Commissioner Carter** seconded.

Ayes: Carter, Orzen, Surratt, Vergun, Hewitt; Nays: None

6. OLD BUSINESS

None.

7. NEW BUSINESS

A. Staff Communications to the Commission

Maggie Collins stated that there would be a work session on September 13, 2000, the Commissioners would review design standards for multi-family units.

Maggie Collins stated that tonight there was a new presentation table for the public to use while giving testimony; she asked for feedback on the new set up. All Commissioners agreed that the lower table for the public coupled with the large new chairs for the Commissioners created a negative power imbalance and an uncomfortable atmosphere.

B. Comments by Commissioners

Commissioner Vergun asked if staff had a chance to look into the fee structure of building permits, he stated that he would like to have a response for the person who asked him about the issue. The person stated that fees based on structure size are preferable to fees based on structure cost. **Maggie Collins** replied that she would have information on the issue at the work session on Wednesday.

7. ADJOURN

All Commissioners agreed to adjourn.

**Gary Hewitt, Planning Commission
Chairperson**

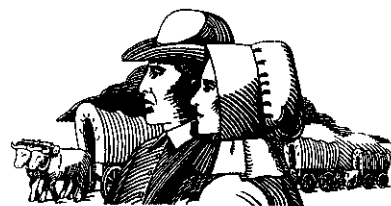
Maggie Collins, Planning Manager

CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



STAFF REPORT

Date: October 9, 2000

FILE NO.: CU 00-05

FILE TYPE: Quasi-Judicial

HEARING DATE: October 9, 2000
7:00 p.m., City Hall
320 Warner Milne Road
Oregon City, OR 97045

APPLICANT: City of Oregon City
320 Warner Milne Road
Oregon City, OR 97045

OWNER: Oregon City United Methodist Church
18955 South End Road
Oregon City, Oregon 97045

REQUEST: Conditional Use Permit to allow for a fire station in the R-10 Single Family Dwelling District.

LOCATION: The subject property is located on the north side of South End Road Map 3S-1E-1DC, Tax Lot 400, Clackamas County. The Common Address is 18955 South End Road.

REVIEWER: Paul Espe, Associate Planner
Dean Norlin, Senior Engineer

RECOMMENDATION: Staff recommends approval of CU 00-05 with conditions of approval

CRITERIA:

Municipal Code:

Section 17.08 R-10 Single-Family Dwelling District

Section 17.50 Administration and Procedures

Section 17.56 Conditional Uses

BASIC FACTS:

1. The site is located approximately 108 feet to the north of the intersection of South End Road and Lafayette Road and is legally described as Map 3S-1E-1DC, tax lots 400 Clackamas County. The site is approximately 1 acre in size, vacant and relatively flat with a row of mature maple trees and poplar trees along the southwest property line.
2. This 1 acre parcel was recently partitioned from an 8.66 acre parcel owned by the Oregon City United Methodist Church (File MP 00-08). This partition was approved on August 8, 2000, but a new tax lot has not yet been assigned.
3. In addition to the Planning Commission review of the applicant's proposal, staff will also review the proposal through the site plan and design review process. The Planning Commission must approve this use through the CUP review prior to the site plan and design review process.
4. Surrounding land uses are as follows:

West:	The properties to the west are zoned R-10 single-family residential and are developed with single-family residences.
North:	The property to the north is zoned R-10 single-family residential and developed with the United Methodist Church.
East:	The properties to the east across South End Road are zoned R-8 and R-10 single-family residential and are generally developed with single-family residences, with the exception of a vacant field.
South:	The property abutting to the south is zoned R-10 and is an undeveloped City-owned park.

5. Transmittals on the proposal were sent to various City departments, affected agencies, property owners within 300 feet and the South End Neighborhood Association. Comments have been incorporated into this analysis or will be used for the site plan and design review process.

ANALYSIS AND FINDINGS:

17.56 Conditional Uses

1. **Criterion (1): The use is listed as a conditional use in the underlying district.**

The subject site is zoned R-10 Single-Family Residential. The R-10 district lists as conditional uses all uses listed under section 17.56.030. Under Subsection I, emergency services facilities are listed as a conditional use.

Therefore, staff finds that this criterion is satisfied.

2. **Criterion (2): The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features.**

The size of the site (43,560 square feet) and the rectangular shape can accommodate the proposed fire station and the infrastructure including parking, accessways, landscaping and a storm detention facility. The site is generally level with slopes not exceeding 2%. Other than several mature trees on the southwest property line, the remainder of the site is an open field with landscaping and parking for the church.

The site was chosen partly in consideration because it fronts onto South End Road. South End Road is designated a minor collector and allows for quick and easy access to other locations throughout the South End area.

All required public improvements are available to serve this site and there are no natural features that would limit the development of the parcel.

Therefore, staff finds that this criteria is satisfied.

3. **Criterion (3): The site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use.**

“As the city expands to the south, a new [fire] station may be needed near South End or Central Point Roads to supplement the service provided by the Mollala Avenue Station.”
-Oregon City Comprehensive Plan, Community Facilities Chapter

The City’s Comprehensive Plan identifies a future need for fire protection as development approaches the City’s southern Urban Growth Boundary. The South End

Road area currently had a fire department response time in excess of ten minutes from existing Oregon City Fire Stations. The critical window for all emergency medical and fire responses lies in the four to six minute range. The ability of the fire services to intervene in this time frame is crucial to save lives and property.

As noted in the previous criterion, all required public improvements are available to serve this site. Vehicular ingress to the fire station will be via Lafayette Road and vehicular egress will be via South End Road. This configuration will limit traffic impacts on South End Road because fire engines will not be required to back into the fire station. The applicant has provided a traffic study for the proposed use, attached as Exhibit 3c. An analysis by the City's contract traffic engineer (Exhibit 4e) confirmed that the fire station will have little impact on the existing transportation system.

Therefore, staff finds that this criterion is satisfied.

4. Criterion (4): The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs or precludes the use of surrounding properties for the primary uses listed in the underlying district.

The character of the surrounding area is residential, including single family residences to the west and east, as well as the United Methodist Church abutting to the north and undeveloped City-owned park land abutting to the south. Please see a more specific description of the surrounding uses under "Basic Facts, #4, Surrounding Uses."

The visual impacts of the fire station on the site have been reduced by designing the project with a sensitivity to the residential character in the area and to the scale of South End Road. The presence of the fire station would be most notable on South End Road, relating to the United Methodist Church, rather than overwhelming the residential character within the neighborhood. However, the detailing in the architectural elements such as the windows and the main entry way compliment the residential character of the area.

As concluded in the applicant's traffic study (Exhibit 3c), "The development of the South End Road Fire Station with access onto South End Road northeast of Lafayette will have little impact on the existing transportation system. Fire stations generate very little traffic and will have minimal impact on the existing traffic and traffic delays at the surrounding intersections."

The siting of the fire station on this site would not limit, impair or preclude the use of the surrounding residential properties. To ensure compatibility, this proposal will be reviewed by staff through the site plan and design review process.

Therefore, staff finds that this criterion is satisfied.

5. Criterion (5): The proposal satisfies the goals and policies of the city comprehensive plan, which apply to the proposed use.

“Oregon City will ensure that annexed areas receive uniform levels of fire protection.”
—Oregon City Comprehensive Plan, Community Facilities Chapter, Fire Protection Subsection

On November 14, 1997, the Citizens of Oregon City voted to improve their fire protection infrastructure by passing Bond Measure 3-97. Their vote reaffirmed the City of Oregon City Fire Department’s plans to upgrade fire protection facilities and service to meet the City’s growing needs. The new station on South End Road is one of the elements of this plan. The station will serve a growing South End residential community with efficient emergency services.

The Oregon City Comprehensive Plan contains the following applicable goals and policies:

“Encourage citizen participation in all functions of government and land-use planning.”
(Citizen Involvement Goals and Policies, Policy 4)

The public hearing was advertised and noticed as prescribed by law to be heard by the Planning Commission on October 9, 2000. The public hearing will provide an opportunity for comment and testimony from interested parties.

“To serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning and provision of adequate community facilities”.
(Community Facilities Goal)

The South End Road Fire Station will serve a growing South End Road residential community with efficient and timely emergency services, as well as providing a limited use public meeting facility. The health, safety and welfare of the community will be enhanced by the development of this fire station and the services that it will offer.

Therefore, staff finds that this criterion is satisfied in that this proposal satisfies applicable goals and policies of the Oregon City Comprehensive Plan.

CONCLUSION AND RECOMMENDATION:

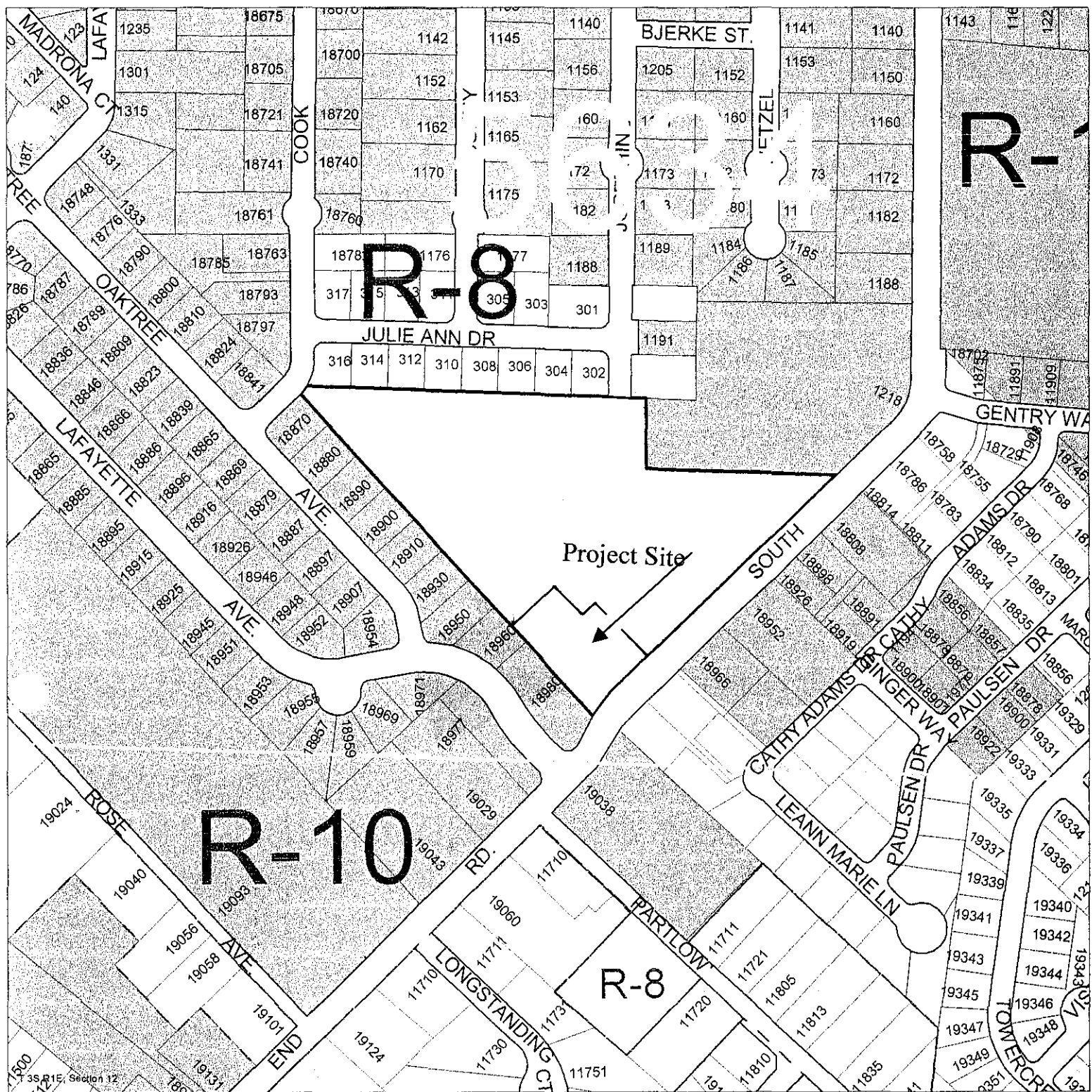
Based on the analysis and findings as described above, staff concludes that the proposed South End Fire Station, located at 3S-1E-1DC, Tax Lot 400, satisfies the requirements as described in the Oregon City Municipal Code for Conditional Use Permits (Chapter 17.56). Therefore, staff recommends that the Planning Commission approve file CU 00-05, subject to the conditions of approval attached as Exhibit 1.

EXHIBITS:

1. Conditions of Approval
2. Vicinity Map
3. Applicant Submittal
 - 3a. Applicant Narrative
 - 3b. Applicant Plan Set
 - 3c. Applicant Traffic Study (on file)
 - 3d. Storm Water Analysis (on file)
 - 3e. Geotechnical Investigation (on file)
4. Agency Comments
 - 4a. City Engineering (on file)
 - 4b. City Parks (on file)
 - 4c. OC School District 62 (on file)
 - 4d. City Public Works (on file)
 - 4e. City Contract Traffic Engineer
5. City Engineering Policy 00-01

CU00-05
Conditions of Approval
Exhibit 1

1. The approved Conditional Use Permit is limited to the area (43,560 square feet) and to the activities as described in the applicant's narrative (Exhibit 3a).
2. Site Plan and Design Review in accordance with OCMC 17.62 shall be submitted and reviewed and completed.
3. Applicants shall design and construct all required public works improvements to City Standards. These Standards include the latest version in effect at the time of application of the following list of documents: Oregon City Municipal Code, Water Master Plan, Transportation Master (System) Plan, Sanitary Sewer Master Plan, and the Drainage Master Plan. It includes the Public Works Design Standards, which is comprised of Sanitary Sewer, Water Distribution System, Stormwater and Grading, and Erosion Control. This list also includes the Street Work Drawings, Appendix Chapter 33 of the Uniform Building Code (by reference), and the Site Traffic Impact Study Procedures.
4. The Applicant is responsible for this project's compliance to Engineering Policy 00-01 (Exhibit 5). The policies pertain to any land use decision requiring the applicant to provide any public improvements.
5. This land use action is valid for a period of one year from the effective date of the decision. Any land use permit may be extended prior to expiration by the Planning Staff with notice given, for a period of six months up to an aggregate period of one year. However, no permit may be extended unless there has been substantial implementation thereof.



Taxlot 3S 1E 01 #400

- City Limits
- Urban Growth Boundary
- Quarter sections
- Parcels
- Clackamas County

- City Zoning Designations
- R-10 (Single Family)
 - R-8 (Single Family)



Exhibit 2
CU00-05
Oregon City Fire Station
Vicinity Map

City of Oregon City
 aplic Information Systems
 20 Warner Millie Road
 Oregon City, OR 97045
 57-0891 Fax (503) 657-7892
 orgis@ci.oregon-city.or.us





04.14.00

APPLICATION FOR CONDITIONAL USE PERMIT SUPPLEMENTAL INFORMATION

LOCATION: Lot between 11710 & 11720 South End Road

LEGAL DESCRIPTION: Tax Lot No. 400, T.3., R.1E., 01DC.

APPLICANT: City of Oregon City
PO Box 351
320 Warner-Milne Road
Oregon City, Oregon 97045

ARCHITECTS

1220 sw Morrison
Suite 600
Portland OR 97205
503.248.9170
fax 503.248.0223

PROJECT DESCRIPTION:

"As the city expands to the South, a new [fire] station may be needed near South End or Central Point Roads to supplement the service provided by the Mollala Avenue Station."

-Oregon City Comprehensive Plan, Community Facilities Chapter

This soon to be partitioned property is the planned site of the City of Oregon City and Tualatin Valley Fire & Rescue's Fire Station No.55. The new station will directly serve the citizens of the City's South End Community while protecting the safety and welfare of all the citizens of the City of Oregon City. The site provides a centrally located facility for efficient and timely emergency responses to this rapidly developing area of the City.

PROJECT BACKGROUND:

The City of Oregon City Comprehensive Plan identified a future need for fire protection as the city expanded towards its growth boundary to the South. The need became real in the last few years. The South End Road Area currently has a fire department response time in excess of ten minutes from existing Oregon City Fire Stations. The critical window for all emergency medical and fire responses lies in the four to six minute range. This is a globally accepted standard is based on constants of fire growth and critical medical deterioration over time. The ability of the fire fighters to intervene in this tight time frame is crucial to save lives and property.

The Oregon City Fire Department identified the need for expanding their service delivery in the City's South End and subsequently presented Ballot Measure 3-97 for a vote on November 4, 1997. The voters passed the bond which included monies for the purchase of land in the South End Road area, as well as, funds for the design and construction of a new fire station on that site.

The project includes building a "single company" fire station that can be expanded without addition or renovation into a "two company" fire station. Station #55 will initially house a fire engine with the capabilities of a Paramedic/Advanced Life Support Unit and may eventually house a dedicated ambulance for that purpose as well. New Station #55 will include a Community Meeting and Training Facility that will be an asset to this growing neighborhood.

Justification Criteria:

A. Underlying District - The property is a designated City Zone R-10. This zoning is Low-density Residential under the Oregon City Land Use Comprehensive Plan. This zone is for single family dwellings. Section 17.56.030, Subsection. I., lists emergency service facilities as a use requiring a Conditional Use Permit. The proposed facility will be owned by the City of Oregon City and managed daily by the Tualatin Valley Fire & Rescue.

B. Site Characteristics - The site characteristics are well suited for the proposed use and the use should enhance the residential character of the neighborhood.

Size - The 1.00 acre property is being partitioned with the submitted Fire Station Design as the basis for its size, as well as, shape. The site size allows ample room for parking(see below) and required landscaping.

Shape- The shape of the property does not restrict the proper functioning of the proposed use, and once again, was conceived with this specific use in mind.

Location - The proposed site on South End Road is currently undeveloped acre of the Oregon City United Methodist Church Property. The church's current property at this location is approximately 8.2 acres. The partition application of the single acre parcel is in process. The site was chosen in response to the local needs expressed in the opening quote of this document. The site is on South End Road just northeast of its intersection with Lafayette Road. This site is on an arterial roadway that will allow for quick response to other locations throughout the surrounding neighborhoods and the City. The City of Oregon City chose this parcel for its centralized, functional, and accessible location.

Street - The half street improvement will be along the South End Road has been completed along the church's existing frontage. The existing half street improvement on South End Road will be adapted for a single curb-cut for emergency vehicle exiting only. The South End Road R.O.W. is fully developed at this site's frontage. There will be a set warning signs equipped with flashing warning lights when apparatus is entering South End Road. Electrical conduits will be placed from the building to the intersection of South End Road and Lafayette Road for future traffic light control devices for the projected realignment and signalization of this intersection.

Parking - Since Oregon City Code Chapter 17.52.010 does not include specific requirements for volume of parking at fire stations, Peck Smiley Ettlin Architects' normal parking equation for a double company residential fire station will be utilized. This minimum equation is based on fire fighter shift change, a visitor spot and one handicap accessible spot. One shift may have as many as six vehicles at this station. Fire fighter shift change doubles the amount of vehicles for at least an hour a day. The equation is:

$$2[6(\text{one shift's cars})]+[1(\text{visitor car})]+[1(\text{handicap car})]=14 \text{ spaces}$$

The current number of spaces on the site is 16, just above the prescribed minimum. The parking for this site is split between two lots. The employee/utility lot is behind the fire station and is accessed the apparatus entry road. This lot is entered from a proposed access easement across adjacent undeveloped city park land from Lafayette Road.

The public access parking is shared with the adjacent United Methodist Church. Realignment of the church's existing lot will include reconfiguring stalls, enlarging the landscape area and adding two stalls. This shared parking will allow for overflow from each facility at peak usage times. The combined lot has an existing single access point off of South End Road. There is no vehicular connection between the employee and public access lots.

Topography -The area where the proposed fire station, parking lot, and access road are to be located is slightly below the elevation of South End Road. The site is currently a relatively flat meadow. A moderate amount of grading and fill will be required to level the facility to existing road grade.

Existence of Improvements -There is an existing water line and city sanitary sewer on South End Road that will be accessed directly from the site. On-site storm water drainage will be from the common(church + fire station) stormwater retainage at the rear of the parcel through an existing city approved stormwater drain to a catch basin on the Lafayette Road storm drainage system. The existing storm water line at the church's half street improvement will be extended from the existing catch basin to a new manhole at the southern corner of the proposed fire station property. From that new manhole a stormwater easement across the city's own property will connect to the Lafayette stormwater drainage system. No overhead electric utility poles will have to be relocated for the single curb cut necessary for this fire station. Electrical service to the building will be from existing utility poles to underground conduits.

Natural Features - The site has a row of medium-size maple trees and poplar along the southwest edge. The maple tree clusters will be left undisturbed if possible to assist in screening the site from the small park parcel adjacent to the project. The poplars will be removed for location of the building and site access.

C. Timeliness - The South End area of Oregon City has long been due for efficient and timely emergency fire and medical services. This facility will meet all of the city's requirements for providing urban fire protection services to adjacent, newly annexed areas within the City's Urban Growth Boundary. Developments recently built in the greater South End Road Area will receive the fire and life safety protection they deserve, while new developments in the area may proceed without presenting the risk of overburdening or stretching the existing fire protection system.

D. Character of the Surrounding Area - The parcel has immediate neighbors of a public or quasi-public nature. Of the two immediate parcels, one is a church & daycare facility, and the other is an undeveloped open park parcel. Only one residential parcel abuts the rear of the property near the existing retainage pond. Across South End Road is a new residential development designed to be buffered from South End Road. The adjacent residences are all detached single family houses on single lots of varying sizes. The homes are a couple, older, double level bungalows on South End Road, while the newer houses in the developments just

beyond homes at South End Road vary from one to two and one half stories of contemporary construction. This project will be designed with a sensitivity to this residential character and scale of the surrounding buildings.

E. Comprehensive Plan - The proposed use of this site is consistent with the Citizen Involvement and Community Facilities Goals and Policies Chapters of the City of Oregon City Comprehensive Plan.

1. Citizen Involvement

"Goal: Provide an active and systematic process for citizen and public agency involvement in the land-use decision-making for Oregon City."

-Oregon City Comprehensive Plan, Citizen Involvement Chapter

During the original site's conditional use process on July 14, 1998 at a meeting of the Board of Oregon City Neighborhood Associations, the project and its location where first publicly presented. At that time, it was resolved that the leaders representing the affected Neighborhood Associations would arrange a meeting with the Fire Department and the Architect to allow the members of the neighborhood to review and comment on the project well before the hearings. The current project site and design will be re-presented to the board and these groups in a similar manner. The public hearing for this conditional use has been advertised and noticed as prescribed by law. This hearing will also provide an opportunity for comment and testimony from interested parties, thus satisfying the goals and policies of citizen involvement.

2. Community Facilities

"Goal: Serve the health, safety, education, welfare, and recreational needs of all Oregon City residents through the planning and provision of adequate community facilities."

-Oregon City Comprehensive Plan, Community Facilities Chapter

"Oregon City will ensure that annexed areas receive uniform levels of fire protection."

-Oregon City Comprehensive Plan, Community Facilities Chapter, Fire Protection Subsection

On November 14, 1997 the Citizens of Oregon City voted improve their fire protection infrastructure by voting for Bond Measure 3-97. Their votes reinforced the then City of Oregon City Fire Department's plans to upgrade fire protection facilities and service to meet the City's growing needs. The new station at South End Road is one of the elements of this plan. The station will serve a growing South End residential community with efficient emergency services while providing a new community meeting room for limited public use. The health, safety, education, and welfare needs of this community will all be enhanced by this fire station and its services.

3. Dual Interest Area Agreement

This agreement states the City of Oregon City shall be the primary provider of urban services and facilities within its Urban Growth Boundary, under which adequate fire protection is vital for the safety and welfare of the citizens and businesses of this growing community. Tualatin Valley Fire & Rescue Fire Station #55 on South End Road will provide an increased level of necessary service to the Citizens of Oregon City.

* traffic study previously sent.

CITY OF OREGON CITY - PLANNING DIVISION
PO Box 3040 - 320 Warner Milne Road - Oregon City, OR 97045-0304
Phone: (503) 657-0891 Fax: (503) 657-7892

TRANSMITTAL

IN-HOUSE DISTRIBUTION

- ☒ BUILDING OFFICIAL
- ☒ ENGINEERING MANAGER *(Jay Toll)*
- ☒ FIRE CHIEF
- ☒ PUBLIC WORKS- OPERATIONS
- ☒ CITY ENGINEER/PUBLIC WORKS DIRECTOR
- ☒ TECHNICAL SERVICES (GIS)
- ☒ PARKS MANAGER

TRAFFIC ENGINEER

- ☒ JOHN REPLINGER @ DEA
traffic study

MAIL-OUT DISTRIBUTION

- ☒ CICC
- ☒ NEIGHBORHOOD ASSOCIATION (N.A.) CHAIR
- ☒ N.A. LAND USE CHAIR
- ☒ CLACKAMAS COUNTY - Joe Merek
- ☒ CLACKAMAS COUNTY - Bill Spears
- ☐ ODOT - Sonya Kazen
- ☐ ODOT - Gary Hunt
- ☐ SCHOOL DIST 62
- ☐ TRI-MET
- ☒ METRO - Brenda Bernards
- ☒ OREGON CITY POSTMASTER
- ☐ DLCD

RETURN COMMENTS TO:

COMMENTS DUE BY: September 15, 2000

PLANNING PERMIT TECHNICIAN
Planning Department

HEARING DATE:
HEARING BODY: Staff Review: ___ PC: X CC: ___

IN REFERENCE TO
FILE # & TYPE:
PLANNER:
APPLICANT:
REQUEST:
LOCATION:

CU 00-05; Conditional Use Permit
Paul Espe
City of Oregon City
Conditional use permit for the construction of a fire station.
18955 S. South End Road/ Map 3-1E-1DC, TL 400

The enclosed material has been referred to you for your information, study and official comments. Your recommendations and suggestions will be used to guide the Planning staff when reviewing this proposal. If you wish to have your comments considered and incorporated into the staff report, please return the attached copy of this form to facilitate the processing of this application and will insure prompt consideration of your recommendations. Please check the appropriate spaces below.

☒

The proposal does not
conflict with our interests.

The proposal conflicts with our interests for
the reasons stated below.

The proposal would not conflict our
interests if the changes noted below
are included.

The following items are missing and are
needed for completeness and review:

Exhibit 4e
City Contract Traffic Engineer

Signed
Title

John Replinger
SENIOR TRANSPORTATION ENGINEER

COPY OF THE APPLICATION AND MATERIAL WITH THIS FORM.



DAVID EVANS AND ASSOCIATES, INC.

September 15, 2000

2828 SW Corbett Avenue

Portland, Oregon 97201

Tel: 503.223.6663

Fax: 503.223.2701

Mr. Paul Espe
Planning Department
City of Oregon City
PO Box 351
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS
OREGON CITY SOUTH END FIRE STATION – CU 00-05**

Dear Mr. Espe:

In response to your request, David Evans and Associates, Inc. has reviewed the transportation analysis submitted for the South End Fire Station in the City of Oregon City. The transportation analysis was prepared by Richard Woelk, PE of Associated Transportation Engineering and Planning. The transportation analysis addresses the proposed construction of a fire station on a one-acre parcel that abuts South End Road and lies to the north of the intersections with S. Partlow and Lafayette Roads. The application materials state the nearest intersection is Lafayette Road located approximately 135 feet from the property boundary.

The applicant has adequately addressed traffic conditions for the proposed fire station. The applicant analyzed the existing conditions and provided a reasonable estimate of future traffic generated by the fire station. I find the report uses reasonable assumptions for distribution of traffic and for trip generation. The applicant analyzes both existing conditions and year 2020 conditions. I agree with the applicant's conclusion that the fire station will be a low-volume traffic generator.

This analysis draws the same conclusions as others submitted for residential developments in the south part of the city: some intersections will, within the next twenty years, fail to provide an adequate level of service. Signalization and other roadway improvements will be required. Like other analyses, this analysis indicates that the intersection Warner Parrot/South End/Lawton will fail during both the AM and PM peak hours. The intersection of South End Road and Partlow Road will also fail to provide an acceptable level of service during the AM peak hour and perhaps the PM peak hour.

The degradation of the LOS at the intersection of South End Road with Lawton Road/Warner-Parrott Road has been noted in comments on traffic studies for earlier developments. In several instances, we have recommended that developments be required "to participate in the cost of improvements to these intersections and the installation of signals in proportion to the amount of traffic generated by all developments that would benefit."

South End Road is classified as a minor arterial but is currently only two lanes wide with no provisions for pedestrians, cyclists, or public transit. The widening of the frontage for South End



Mr. Paul Espe
September 15, 2000
Page 2 of 2

Road to provide for a three-lane cross-section with bike lanes should be made a condition of this development.

Because of the proximity of the proposed fire station to the intersection of South End Road with Lafayette/Partlow Roads, the applicant should be aware of traffic issues raised on previous development reviews. As part of the reviews of TP 98-08, TP 98-10, TP 99-05, and CU 00-03, the following statement was made:

- *Traffic volumes on South End Road at Partlow Road/Lafayette Avenue are or will soon be sufficient to warrant installation of a left turn storage lane on southbound South End Road.*

The applicant should consider whether the conditions that exist at this intersection might present an operational problem for the fire station.

Issues needing resolution in a longer period are:

- A traffic signal will eventually be warranted at the intersection of South End Road with Lawton Road/Warner-Parrott Road.
- A traffic signal will eventually be warranted at the intersection of South End Road with Partlow Road/Lafayette Avenue.
- The offset intersections of South End Road with Partlow Road and Lafayette Avenue will complicate operations and reduce the capacity of South End Road.

In conclusion, I find that the applicant's traffic impact analysis meets the City's requirements. The proposed development will have a minor impact on the existing transportation system.

If you have any questions or need any further information concerning this review, please call me at 223-6663.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

John Replinger, PE
Senior Transportation Engineer

JGRE:kbb

o:\project\o\orct0009\correspo\CU00-05.doc

90 SEP 18 AM 11:21
RECEIVED
CITY OF OREGON CITY

CITY OF OREGON CITY
ENGINEERING POLICY 00-01
Guidelines for Development

EFFECTIVE: April 10, 2000

PREPARED BY
COMMUNITY DEVELOPMENT DEPARTMENT

320 Warner-Milne Road

Post Office Box 3040

Oregon City, Oregon 97045-0304

Telephone: (503) 657-0891

Engineering Division

Exhibit 5
City Engineering Policy 00-01

Applicability. This policy applies to applicants for land use decisions and site plan reviews with regard to providing public improvements, submittal of documentation, and . The following sections outline some of the important requirements and helpful hints for those unfamiliar with providing public improvements as required by the Oregon City Municipal Code and Oregon City Public Works Standards. This is not an all-inclusive list of City requirements and does not relieve the applicant from meeting all applicable City Code and Public Works Standards.

Availability of Codes and Standards. Copies of these City Codes and Standards are available at City Hall for a nominal price. Some engineering firms in the local metropolitan area already own these Codes and Standards to enable them to properly plan, design, and construct City projects.

General

- Applicants shall design and construct all required public works improvements to City Standards. These Standards include the latest version in effect at the time of application of the following list of documents: Oregon City Municipal Code, Water Master Plan, Transportation Master (System) Plan, Sanitary Sewer Master Plan, and the Drainage Master Plan. It includes the Public Works Design Standards, which is comprised of Sanitary Sewer, Water Distribution System, Stormwater and Grading, and Erosion Control. This list also includes the Street Work Drawings, Appendix Chapter 33 of the Uniform Building Code (by reference), and the Site Traffic Impact Study Procedures. It may also include the City of Oregon City Review Checklist of Subdivision and Partition Plats when the development is a Subdivision, Partition, or Planned Unit Development.

Water (Water Distribution System Design Standards)

- The applicant shall provide water facilities for their development. This includes water mains, valves, fire hydrants, blow-offs, service laterals, and meters.
- All required public water system improvements shall be designed and constructed to City standards.
- The Fire Marshall shall determine the number of fire hydrants and their locations. Fire hydrants shall be fitted with a Storz metal face adapter style S-37MFL and cap style SC50MF to steamer port. This adapter is for a 5-inch hose. All hydrants to be completed, installed, and operational before beginning structural framing. Hydrants shall be painted with Rodda All-Purpose Equipment Enamel (1625 Safety Orange Paint) and all chains shall be removed from the fire hydrants.
- Backflow prevention assemblies are required on all domestic lines for commercial buildings, all fire service lines, and all irrigation lines. Backflow prevention assemblies are also required on residential domestic lines greater than or equal to 2-inch diameter. These assemblies are also required where internal plumbing is greater than 32 feet above the water main. The type of backflow prevention device required is dependent on the degree of hazard. City Water Department personnel, certified as cross connection inspectors, shall determine the type of device to be installed in any specific instance. All

backflow prevention devices shall be located on the applicant's property and are the property owner's responsibility to test and maintain in accordance with manufacturer's recommendations and Oregon statutes.

- The applicant shall verify that there are no wells on site, or if any wells are on the site prior to connecting to the public water system, the applicant shall:
 - Abandon the well per Oregon State requirements and provide copies of the final approval of well abandonment to the City; or
 - Disconnect the well from the home and only use the well for irrigation. In this case, the applicant shall install a back flow preventor on the public service line. The applicant shall also coordinate with the City water department to provide a cross connection inspection before connecting to the public water system.

Sanitary Sewer (Sanitary Sewer Design Standards)

- The applicant shall provide sanitary sewer facilities to their development. This includes gravity mains, manholes, stub outs, and service laterals.
- All required public sanitary sewer system improvements shall be designed and constructed to City standards.
- Applicant must process and obtain sanitary sewer system design approval from DEQ.
- Any existing septic system on site shall be abandoned and certification documentation provided from Clackamas County before recording the plat or obtaining a certificate of occupancy.

Stormwater (Stormwater and Grading Design Standards)

- The applicant shall provide stormwater and detention facilities for their development. This includes the stormwater mains, inlets, manholes, service laterals for roof and foundation drains, detention system if necessary, control structure if necessary, inflow and outflow devices if necessary, and energy dissipaters if necessary.
- The applicant shall design and construct required public stormwater system improvements to City standards. Each project is to coordinate with the City Drainage Master Plan, the Public Works Stormwater and Grading Standards, and the appropriate individual Basin Master Plan (if adopted) and incorporate recommendations from them as directed.
- The applicant shall design the stormwater system to detain any increased runoff created through the development of the site, as well as convey any existing off-site surface water entering the site from other properties.
- The applicant shall submit hydrology/detention calculations to the City Engineering Division for review and approval before approval of construction plans. The applicant shall provide documentation to verify the hydrology and detention calculations. The applicant shall show the 100-year overflow path and shall not design the flow to cross any developed properties.

Dedications and Easements

- The applicant shall obtain and record all off-site easements required for the project before City approval of construction plans.

Streets

- The applicant shall provide street facilities to their site including within the site and on the perimeter of the site where it borders on existing public streets. This includes half- and full-street width pavement as directed, curbs, gutters, planter strips or tree wells as directed, street trees, sidewalks, and bicycle lanes (when required by the type of street classification). This also includes city utilities (water, sanitary and storm drainage facilities), traffic control devices, centerline monumentation in monument boxes, and street lights in compliance with the City Code for Oregon City and its various Master Plans. Half-street improvements include an additional 10-foot wide pavement past the centerline subject to City review of existing conditions.
- After installation of the first lift of asphalt, applicant shall provide asphalt berms or another adequate solution, as approved by the City Engineering Division, at storm catch basins or curb inlets on all streets. This ensures positive drainage until the applicant installs the second lift of asphalt.
- All street names shall be reviewed and approved by the City (GIS Division 657-0891, ext.168) prior to approval of the final plat to ensure no duplicate names are proposed in Oregon City or the 9-1-1 Service Area.
- All street improvements shall be completed and temporary street name signs shall be installed before issuance of building permits.
- The applicant is responsible for all sidewalks in their development. The applicant may transfer the responsibility for the sidewalks adjacent to the right-of-way as part of the requirement for an individual building permit on local streets. However, failure to do so does not waive the applicant's requirement to construct the sidewalks. Applicant shall complete sidewalks on each residential lot within one year of City acceptance of public improvements for the project (e.g.; subdivision, partition, or Planned Unit Development) unless a building permit has been issued for the lot.
- Applicant shall install sidewalks along any tracts within their development, any pedestrian/bicycle accessways within their development, along existing homes within the development's property boundaries, and all handicap access ramps required in their development at the time of street construction.
- Street lights shall typically be owned by the City of Oregon City under PGE plan "B" and installed at the expense of the applicant. The applicant shall submit a street light plan, subject to City and PGE approval, prepared by a qualified electrical contractor. Streetlights shall be placed at street intersections and along streets at property lines. The required lights shall be installed by a qualified electrical contractor. Streetlights are to be spaced and installed per recommendations of the Illuminating Engineering Society of North America as published in their current issue of IES, RP-8 to provide adequate lighting for safety of drivers, pedestrians, and other modes of transportation. Streetlights shall be 100-watt high-pressure sodium fixtures mounted on fiberglass poles with a

25-foot mounting height unless otherwise specified. The applicant shall dedicate any necessary electrical easements on the final plat. All streetlights and poles shall be constructed of material approved by PGE for maintenance by PGE.

Grading And Erosion Control

- The applicant's engineer shall submit rough grading plan with construction plans. The engineer shall certify completed rough grading elevations to +/- 0.1 feet. For single family residential developments, a final residential lot-grading plan shall be based on these certified grading elevations and approved by the City Engineer before issuance of a building permit. If significant grading is required for the residential lots due to its location or the nature of the site, rough grading shall be required of the developer before the acceptance of the public improvements. (See Geotechnical section for cut and fill certification issues on building lots or parcels) There shall not be more than a maximum grade differential of two (2) feet at all site boundaries. Final grading shall in no way create any water traps, or create other ponding situations. Submit one copy (pertinent sheet) of any residential lot grading for each lot (e.g., 37 lots equals 37 copies).
- Applicants shall obtain a DEQ 1200c permit when their site clearing effort is over five (5) acres, as modified by DEQ. Applicant shall provide a copy of this permit to the City before any clearing efforts are started.
- An Erosion Prevention and Sedimentation Control Plan shall be submitted for City approval. Applicant shall obtain an Erosion Control permit before any work on site.
 - Dewatering excavations shall not be allowed unless the discharge water meets turbidity standards (see next bullet) or is adequately clarified before it enters on-site wetlands, drainage courses, and before it leaves the site. Discharge from man-made, natural, temporary, or permanent ponds shall meet the same standard.
 - Construction activities shall not result in greater than 10 percent turbidity increase between points located upstream and downstream of construction activities.
 - Effective erosion control shall be maintained after subdivision site work is complete and throughout building permit issuance.
 - Plans shall document erosion prevention and control measures that will remain effective and be maintained until all construction is complete and permanent vegetation has been established on the site.
 - Responsible party (site steward) for erosion control maintenance throughout construction process shall be shown on the Erosion Control Plan.
 - Staff encourages applicant to select high performance erosion control alternatives to minimize the potential for water quality and fish habitat degradation in receiving waters.

Geotechnical

- Any structural fill to accommodate public improvements shall be overseen and directed by a geotechnical engineer. The geotechnical engineer shall provide test reports and certification that all structural fill has been placed as specified and provide a final

summary report to the City certifying all structural fill on the site before City approval and acceptance of public improvements.

- Any cut or fill in building lots or parcels beyond the rough grading shall be subject to the Building Division's requirements for certification under the building permit.

Engineering Requirements

- Design engineer shall schedule a pre-design meeting with the City of Oregon City Engineering Division before submitting engineering plans for review.
- Street Name/Traffic Control Signs. Approved street name signs are required at all street intersections with any traffic control signs/signals/stripping.
- Applicant shall pay City invoice for the manufacture and installation of permanent signs for street names and any traffic control signs/signals/stripping.
- Bench Marks. At least one benchmark based on the City's datum shall be located within the subdivision.
- Other Public Utilities. The applicant shall make necessary arrangements with utility companies for the installation of underground lines and facilities. The City Engineer may require the applicant to pay these utility companies to use trenchless methods to install their utilities in order to save designated and marked trees when the utility crosses within a dripline of a tree marked, or identified, to be saved. Applicant to bear any additional costs that this may incur.
- Technical Plan Check and Inspection Fees. The current Technical Plan Check and Inspection Fee shall be paid before approval of the final engineering plans for the required site improvements. The fee is the established percentage of a City-approved engineer's cost estimate or actual construction bids as submitted by the applicant. Half of the fee is due upon submitting plans for final approval; the other half is due upon approval of the final plans.
- It is the City's policy that the City will only provide spot check inspection for non public-funded improvements, and the applicant's engineer shall provide inspection and surveying services necessary to stake and construct the project and prepare the record (as-built) drawings when the project is complete.
- Applicant shall submit two (2) sets of final engineering plans for initial review by the City Engineering Division to include the drainage report (wet signed by the responsible engineer), and the cost estimate with half of the Technical Plan Check fee. The engineering plans shall be blackline copies, 24" x 36". Blueline copies are not acceptable.
- For projects such as subdivisions, partitions, and Planned Unit Developments, the applicant shall submit a completed copy of the City's latest final subdivision and partition plat checklist, and a paper copy of the preliminary plat.
- Two (2) copies of any revised documents (in response to redlined comments) will be required for subsequent reviews, if necessary.
- The applicant shall submit, for the final City approval, six (6) copies of the plans with one full set wet signed over the engineer's Professional Engineer Oregon stamp.

- Minimum Improvement Requirements. Applicant shall provide a surety on land division developments for uncompleted work before a plat is recorded as required by a Land Division Compliance Agreement (available in hard copy or electronic version from City Engineer office). This occurs if the applicant wishes to record the final plat before completion of all required improvements. Surety shall be an escrow account or in a form that is acceptable to the City Attorney.
- Upon conditional acceptance of the public improvements by the City, the applicant shall provide a two-year maintenance guarantee as described in the Land Division Compliance Agreement. This Maintenance Guarantee shall be for fifteen (15) percent of the engineer's cost estimate or actual bids for the complete public improvements.
- The applicant shall submit a paper copy of the record (as-built) drawings, of field measured facilities, to the City Engineer for review before building permits are issued beyond the legal limit. Upon approval of the paper copy by the City Engineer, applicant shall submit a bond copy set and two 4-mil mylar record drawings sets.
- The applicant shall submit one full set of the record (as-built) drawings, of field measured facilities, on AutoCAD files on CD-ROM or 3.5-inch diskette, in a format acceptable to the City Engineer, and include all field changes.
- One AutoCAD file of the preliminary plat, if applicable, shall be furnished by the applicant to the City for addressing purposes. A sample of this format may be obtained from the City Geographical Information System Division. This information, and documents, shall be prepared at the applicant's cost.
- The applicant's surveyor shall also submit, at the time of recordation, a copy of the plat on a CD-ROM or 3.5-inch diskette to the City in a format that is acceptable to the City's Geographic Information System Division.
- The City reserves the right to accept, or reject, record drawings that the City Engineer deems incomplete or unreadable that are submitted to meet this requirement. The applicant shall be responsible for all costs associated with meeting this condition. The applicant shall ensure their engineer submits the record drawings before the City will release final surety funds or residential building permits beyond the legal limit.
- Final Plat Requirements, if applicable. The final plat shall comply with ORS 92.010 through 92.190, and City Code. In addition the following requirements shall be required:
 - The applicant, and their surveyor, shall conform to the City's submittal and review procedures for the review and approval of plats, easements, agreements, and other legal documents associated with the division of this parcel.
 - Show the City Planning File Number on the final plat, preferably just below the title block.
 - A blackline copy of the final plat illustrating maximum building envelopes shall be submitted to the Planning Division concurrently with submittal of the plat to ensure setbacks and easements do not conflict.
 - Use recorded City control surveys for street centerline control, if applicable.
 - Tie to City GPS Geodetic Control Network, County Survey reference PS 24286, and use as basis of bearings. Include ties to at least two monuments, show measured versus record, and the scale factor. Monuments may be either GPS stations or other monuments from prior City control surveys shown on PS 24286. If ties are to prior

City control surveys, monument ties shall be from the same original control survey. The tie to the GPS control can be part of a reference boundary control survey filed for the land division.

- Show state plane coordinates on the Point of Beginning.
- The civil construction drawings, once approved by the City Engineering Division, shall have an approval period of one year in which to commence with construction. The plans and drawings shall be valid, once the City Engineer holds the preconstruction conference and construction activity proceeds, for as long as the construction takes. If the construction drawings expire before construction commences, the applicant shall ensure the civil construction documents and plans conform to the latest Standards, Specifications, and City Codes that are in place at the time of the update. The applicant shall bear the cost associated with bringing them into conformance, including additional technical plan check and review costs.
- The applicant shall include a statement in proposed Conditions, Covenants, and Restrictions (CC & R's), plat restrictions, or some other means acceptable to the City Attorney for:
 - Maintaining surface runoff patterns established for each lot,
 - Maintaining any proposed private storm lines or detention, and
 - Conformance by individual lot owner to the City's erosion control standards when establishing or renovating landscaping.
 - The applicant shall submit the proposed method and statement to the Planning staff for review and approval, before final plat approval.
- Construction vehicles and other vehicles associated with the development shall only use the entrance as approved by the City Engineering Division to enter their site and these vehicles shall park or wait on the construction site. The applicant should provide a specified area of off street parking for the site's construction workers which meets the erosion/sedimentation control measures. Supplier vehicles and trailers (hauling vehicles) and actual construction vehicles shall not park, or wait, in such a manner that would block or hinder access for emergency vehicles. This includes private vehicles belonging to construction workers, supplier vehicles and trailers, and actual construction vehicles.
- Site construction activity is to only occur between 7:00 AM and 6:00 PM on Monday through Friday; between 9:00 AM and 6:00 PM on Saturday. No site improvement construction activity is allowed on Sunday. Construction activity includes all field maintenance of equipment, refueling, and pick up and delivery of equipment as well as actual construction activity.
- The applicant shall ensure that all applicable outside agencies are contacted and any appropriate approvals obtained for the construction of the project. The applicant shall supply copies of approvals to the City. Failure to do so shall be a justification for the City to prevent the issuance of a construction or building permit or to revoke an issued permit for this project.
- The applicant shall be responsible for paying all fees associated with the recording of documents such as non-remonstrance agreements, easements, and dedications.
- Should the applicant, or any assigns or heirs, fail to comply with any of the conditions set forth here, the City may take the appropriate legal action to ensure compliance. The

applicant shall be responsible for any City legal fees and staff time associated with enforcing these conditions of approval.

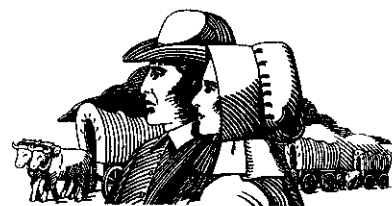
H:\WRDFILES\BOB\POLICY\EP00-01v2.doc

CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



STAFF REPORT

Date: September 28, 2000

FILE NO.: CU 00-06

FILE TYPE: Quasi-Judicial

HEARING DATE: October 9, 2000
7:00 p.m., City Hall
320 Warner Milne Road
Oregon City, OR 97045

**APPLICANT/
OWNER:** Metro
C/O Jim Watkins Environmental Services Manager
Ray Barker, Management Assistant
600 NE Grand Avenue
Portland, Oregon 97232-2736

REQUEST: Renewal of Conditional Use Permit and annual review of solid waste operations at the Metro South Station.

LOCATION: 2001 Washington Street / Clackamas County Map # 2S-2E-29, Tax Lots 904 and 801.

REVIEWER: Paul Espe, Associate Planner
Bob Cullison, Engineering Manager

RECOMMENDATION: Staff recommends approval of CU 00-06 with conditions of approval.

CRITERIA:

Municipal Code:

Section 17.38 Heavy Industrial District M-2

Section 17.50 Administration and Procedures

Section 17.56 Conditional Uses

BASIC FACTS:

1. **Project Location:** The main entrance of this facility is located on the west side of Washington Street approximately 1,100 feet southwest of its intersection with Highway 213, Clackamas County Map# 2S-2E-29, Tax Lots 904 and 801. The common address is 2001 Washington Street. The Metro South Station, which is an approximately 11-acre site, was built to replace Rossman's Landfill, located directly across Washington Street.
2. **Zoning and Comprehensive Plan Designation:** The subject property is zoned M-2 Heavy Industrial and designated I Industrial in the Oregon City Comprehensive Plan. Solid waste processing and transfer facilities are allowed as conditional uses in the M-2 Heavy Industrial District (OCMC 17.38.030) and subject to OCMC 17.56 requirements.
3. The Metro South Transfer Station began operating in April 1983 after the closure of Rossman's landfill. This facility is owned by Metro and is operated by BFI Waste Systems of North America, Inc. and serves both the public and commercial haulers of solid waste. Each year Metro submits an annual report to the Planning Commission on the operation of the transfer station through the City's Conditional Use Permit process and is the reason this item is before the Planning Commission this evening.
4. Metro has continued to improve the subject site since its inception in 1983. These improvements include numerous recycling functions and beautification of wildlife habitat. Expansion of the recycling facility has included plastic milk jug and paint recycling, hazardous waste, a commercial tipping facility and a truck washing facility. The most recent addition is a 28,000 square foot modification to the existing public unloading facility which includes site parking of transfer trailers and relocation of the transfer trailer scale.

5. This addition was approved by the Oregon City Planning Commission in October, 1999 as a part of CU99-06 and is now being reviewed by planning staff under administrative design review.
6. Surrounding land uses are as follows:

West:	The property to the west consists of Southern Pacific Rail Road property with I-205 located further to the west.
North:	The property is bordered to the north by Highway 213 with various other industrial properties located further to the north.
East:	The property to the east, across Washington, consists of the Oregon Trail Golf Center.
South:	The property to the south, across Washington Street, includes the End of the Oregon Trail Interpretive Center.
7. **Comments:** Notice of the proposal was sent to property owners within three hundred feet of the property. Transmittals were sent to various City departments and other agencies regarding the proposed development plan. Comments, which affect the proposed project, are incorporated into the analysis and findings section, below.

ANALYSIS AND FINDINGS:

I. 17.56 Conditional Uses

1. **Criterion (1): The use is listed as a conditional use in the underlying district.**

The site is zoned M-2, Heavy Industrial. Solid waste processing and transfer facilities are allowed as a conditional use in the M-2 Heavy Industrial District (OCMC 17.38.030) and subject to OCMC 17.56 requirements.

Therefore, staff finds that this criterion is satisfied.

2. **Criterion (2): The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features.**

The station began operating in after the closure of Rossman's landfill in 1983. Each year since the opening of the transfer station, Metro has made modifications to improve facility features and services, as shown in the Metro Annual Report, January 1 through December 31 1999. As reported, in August of 1999, construction of a new state-of-the-

art latex paint recycling facility on the subject property was completed. During 1999, a total of 99,397 gallons of latex paint was received and processed at Metro South. The recycling rate for latex paint for the year was reportedly 81%, yielding a total of 90,296 gallons that was returned to the community. Based on the Metro Annual Report, the traffic impact of latex paint sales is minimal, with an average of about 5 customers per day coming to Metro South to buy paint. The modifications approved through last year's conditional use request (CU99-06) include design solutions to reduce congestion at the intersection of Highway 213 and Washington Street and improve internal circulation by reducing conflicts between commercial haulers and private citizens. This new design also includes additional native landscaping that would further enhance the natural features of the site.

Therefore, based on the above analysis, staff concludes that this criterion continues to be met.

3. Criterion (3): The site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use.

The City Engineering Department and the City Traffic Engineer evaluated the proposal. (See Exhibits 6a and 6b). The Engineering Division indicated that the facility has been functioning adequately and that there have been no impacts to public facilities in the past year. Traffic impacts in the immediate vicinity of Metro South Station remain due to failure conditions at Highway 213 and Washington Street from background development projects.

An access control issue was raised during ODOT's review of the Home Depot plans. The Home Depot project will require a center-raised median in Washington Street that will prevent Metro transfer vehicles from making a left turn out of their easterly exit. City staff has alerted Metro on this issue. Metro must analyze alternate exit path schemes in the future. Home Depot's current time schedule would complete the Washington Street improvements in 2002.

In the previous review, the applicant performed a detailed traffic impact analysis of the transfer station to assess traffic impacts of the proposed modifications. This analysis indicates that the proposed site modifications are expected to result in a significant reduction of vehicle queues at the site entrance and on Washington Street.

Based on above analysis, Staff concludes that adequate services can be provided if conditions of approval in Exhibit 1 are followed.

Based on the above analysis this criterion is satisfied.

4. **Criterion (4): The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs or precludes the use of surrounding properties for the primary uses listed in the underlying district.**

This criterion addresses the impacts to the surrounding area. The Annual Report for Metro South Station, January 1 through December 31, 1999, indicates that Metro continues to make efforts to minimize traffic, odor, and litter problems associated with the transfer station.

As discussed previously in this report, any new impacts generated from the recently approved addition are anticipated to improve rather than negatively impact traffic conditions on Washington Street and internal operations of the site.

Therefore, staff finds that this criterion is satisfied.

5. **Criterion (5): The proposal satisfies the goals and policies of the city comprehensive plan which apply to the proposed use.**

The Oregon City Comprehensive Plan contains the following applicable goals and policies:

*“Encourage citizen participation in all functions of government and land-use planning.”
(Citizen Involvement Goals and Policies, Policy 4)*

The public hearing was advertised and noticed as prescribed by law to be heard by the Planning Commission on October 9, 2000. The public hearing will provide an opportunity for comment and testimony from interested parties.

“The City of Oregon City will encourage the planning and management efforts of the following agencies that provide additional public facilities and services.... Solid waste disposal...” (Community Facilities Goals and Policies, Policy 4, page I-21).

Each year since the opening of the station, Metro has made modifications to improve facility features and services. A summary of improvements that have been completed at the station since 1983 is provided in the Annual Report for Metro South Station, January through December 31, 1999 (Exhibit 3). Proposed improvements were reviewed by the City to ensure sufficient support of public utilities for station operations.

Therefore, staff finds that this criterion is satisfied in that this proposal satisfies applicable goals and policies of the Oregon City Comprehensive Plan.

CONCLUSION AND RECOMMENDATION:

Based on the analysis and findings presented in the report, staff concludes that the proposed Conditional Use CU 00-06 satisfies the requirements as described in the Oregon City Municipal Code for Conditional Use Permits, Chapter 17.56.

Accordingly, staff recommends the Planning Commission approve Conditional Use Permit, CU 00-06, affecting the property identified as Clackamas County Map 2S-2E-29, Tax Lot 904 and 801.

EXHIBITS:

1. Conditions of Approval
2. Vicinity Map
3. Annual Report for Metro South, Jan-Dec 1999
4. Site Plan (larger copy on file)
5. Applicant's Narrative
6. City Engineering Comments

CU00-06
Conditions of Approval
Exhibit 1

1. The approved Conditional Use Permit is limited to the area of the Metro property (11.47 acres) and to the activities as described in the applicant's annual report (Exhibit 2).
2. Site Plan and Design Review in accordance with OCMC 17.62 shall be submitted and reviewed and completed for any future site modifications.
3. Applicants shall design and construct all required public works improvements to City Standards. These Standards include the latest version in effect at the time of application of the following list of documents: Oregon City Municipal Code, Water Master Plan, Transportation Master (System) Plan, Sanitary Sewer Master Plan, and the Drainage Master Plan. It includes the Public Works Design Standards, which is comprised of Sanitary Sewer, Water Distribution System, Stormwater and Grading, and Erosion Control. This list also includes the Street Work Drawings, Appendix Chapter 33 of the Uniform Building Code (by reference), and the Site Traffic Impact Study Procedures.
4. The Applicant is responsible for this project's compliance to Engineering Policy 00-01 (Exhibit 5). The policies pertain to any land use decision requiring the applicant to provide any public improvements.
5. Metro shall continue to submit additions and modifications to their facility infrastructure for City of Oregon City site plan and design review.
6. Metro shall continue to contribute funds toward the 213 Corridor Study and Refinement Plan and participate in a proposed Memorandum of Understanding with the City of Oregon City and ODOT.
7. Metro shall submit an alternate site plan path for their transfer vehicles to exit the site using the main entrance across from the proposed Home Depot intersection. The alternative transfer vehicle exit path shall be operable before the Home Depot opening. Home Depot plans to open within the next two years.
8. This land use action is valid for a period of one year from the effective date of the decision. Any land use permit may be extended prior to expiration by the Planning Staff with notice given, for a period of six months up to an aggregate period of one year. However, no permit may be extended unless there has been substantial implementation thereof.

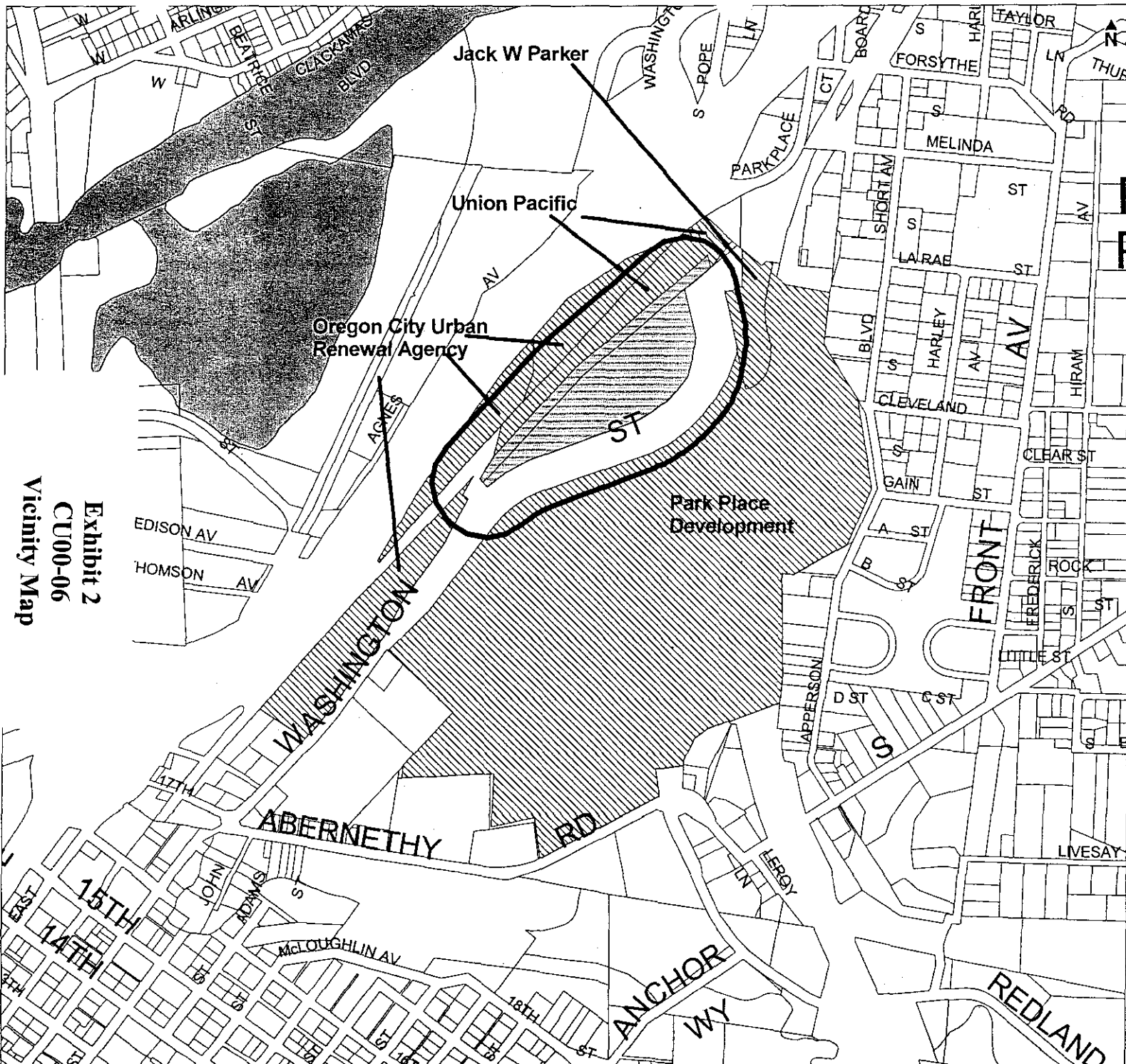


Exhibit 2
CU00-06
Vicinity Map

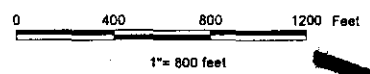
R L S
REGIONAL LAND INFORMATION SYSTEM

Metro South Transfer Station

Land Notification
May, 2000

- Metro South Transfer Station
- Tax Lots within 300 Feet

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.



600 NE Grand Ave.
Portland, OR 97232-2736
503 797-1742 FAX 503 797-1909
Email: drc@metro.ds.or.us

FILE

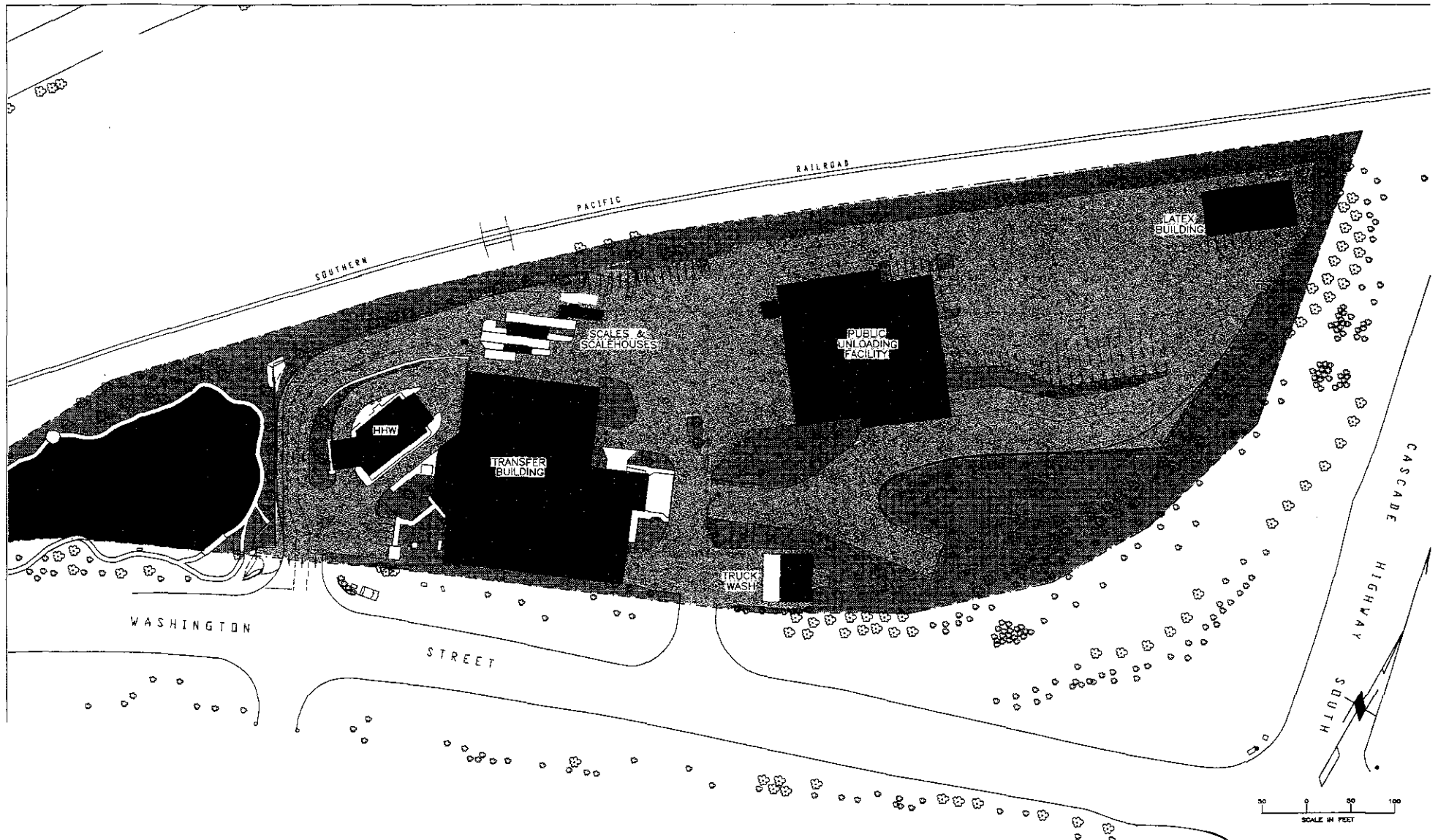


Exhibit 4
CU00-06
Site Plan

URS Greiner

111 S.W. Columbia Street
Portland, Oregon 97201

METRO
PORTLAND OREGON

CAD FILE NUMBER:

S-FIG5

METRO SOUTH STATION
MASTER PLAN
2000 - SITE PLAN

DRAWING NUMBER:

FIGURE 5

REV.

SHEET

ENT OF

FILE

APPLICATION NARRATIVE METRO SOUTH TRANSFER STATION

PROPOSED ACTION: Annual review of Metro South Transfer Station operations, the sale of recycled latex paint, and the renewal of the conditional use permit.

Background

The Metro South Transfer Station began operating on April 11, 1983 under a conditional use permit issued by the City of Oregon City, and a solid waste disposal permit issued by the Oregon Department of Environmental Quality.

The transfer station is owned by Metro and operated by Browning-Ferris Industries of Oregon, Inc. The facility serves both public and commercial haulers of solid waste. It is located at 2001 Washington Street.

The solid waste transfer station was built to replace Rossman's Landfill, located directly across Washington Street. Rossman's Landfill was closed in 1983.

A household hazardous waste facility was constructed on the 11-acre transfer station site and was opened to the public in February 1992. Both the household hazardous waste facility and the transfer station provide valuable and necessary disposal and recycling services to the citizens of the region.

Each year since the opening of the transfer station, Metro has made modifications to improve facility features and services. These improvements are shown in the annual reports prepared by Metro and submitted to the City of Oregon City. Metro continues to ensure that the station is maintained at a consistently high level of cleanliness and operational efficiency.

Metro's Recycled Latex Paint Program

In August of 1999, construction of the new state-of-the-art latex paint recycling facility at Metro South was completed. Metro moved its latex paint recycling operation from its former location in the old loading tunnel adjacent to the hazardous waste facility at Metro South, into the new building which allowed for a number of operational improvements. These include improvements in worker health & safety, lower operating costs, and the ability to repackage and sell recycled paint.

During 1999, a total of 99,397 gallons of latex paint was received and processed at Metro South. This included paint received from the Metro Central Hazardous Waste Facility and from collection events conducted by Metro around the region. The recycling rate for latex paint for the year was 81%, yielding a total of 90,296 gallons that was returned to the community. A total of over 272,000 gallons of latex paint have been diverted from disposal since the program's inception.

Sale of Recycled Latex Paint

Prior to the opening of the new latex paint recycling facility at Metro South, latex paint was distributed to non-profit organizations and government agencies in 55-gallon drums at no cost. One of the features of the new facility is the ability to repackage paint into 5-gallon buckets. Five-gallon buckets are significantly more convenient than 55-gallon drums, and for this reason Metro determined that it would be possible to sell the recycled paint in order to recoup some of the operating costs of the facility.

Metro has developed pricing for the paint as follows: \$25 per five gallon bucket of off-white paint, \$22 per five gallon bucket of any of the other 8 colors; special pricing for non-profit organizations and government agencies of \$12 per five gallon bucket for all colors. Metro's recycled paint is an excellent quality product that is high in pigment content, and is a very good buy for the money.

Metro's marketing plans for the paint include focusing on local and state government agencies, non-profit housing developers, multi-family housing unit managers, and paint contractors. Metro's paint is also available to the general public at the Rebuilding Center in Northwest Portland, and we expect to develop partnerships with additional retailers soon.

The traffic impact of latex paint sales is minimal, with an average of about 5 customers per day coming to Metro South to buy paint.

S:\SHARE\BARK\PERMITS\CUPERMIT2000

7/10/00

Bar

CITY OF OREGON CITY - PLANNING DIVISION
PO Box 3040 - 320 Warner Milne Road - Oregon City, OR 97045-0304
Phone: (503) 657-0891 Fax: (503) 657-7892

TRANSMITTAL

IN-HOUSE DISTRIBUTION

- ☒ BUILDING OFFICIAL
- ☒ ENGINEERING MANAGER
- ☒ FIRE CHIEF
- ☒ PUBLIC WORKS- OPERATIONS
- ☒ CITY ENGINEER/PUBLIC WORKS DIRECTOR
- ☐ TECHNICAL SERVICES (GIS)
- ☒ PARKS MANAGER

TRAFFIC ENGINEER

- ☐ JOHN REPLINGER @ DEA

MAIL-OUT DISTRIBUTION

- ☐ CICC
- ☒ NEIGHBORHOOD ASSOCIATION (N.A.) CHAIR
- ☐ N.A. LAND USE CHAIR
- ☒ CLACKAMAS COUNTY - Joe Merek
- ☒ CLACKAMAS COUNTY - Bill Spears
- ☒ ODOT - Sonya Kazen
- ☐ ODOT - Gary Hunt
- ☐ SCHOOL DIST 62
- ☒ TRI-MET
- ☐ METRO - Brenda Bernards
- ☐ OREGON CITY POSTMASTER
- ☐ DLCD

RETURN COMMENTS TO:

COMMENTS DUE BY: September 9, 2000

PLANNING PERMIT TECHNICIAN
Planning Department

HEARING DATE: October 9, 2000
HEARING BODY: Staff Review: _____ PC: X CC: _____

I	REFERENCE TO	FILE # & TYPE:	CU 00-06;
		PLANNER:	Barbara Shields
		APPLICANT:	Metro
		REQUEST:	Annual review of Metro South Transfer Station Operations
		LOCATION:	2001 Washington Street; Map # 2-2E-29, TL 904 & 801

The enclosed material has been referred to you for your information, study and official comments. Your recommendations and suggestions will be used to guide the Planning staff when reviewing this proposal. If you wish to have your comments considered and incorporated into the staff report, please return the attached copy of this form to facilitate the processing of this application and will insure prompt consideration of your recommendations. Please check the appropriate spaces below.

<input type="checkbox"/> The proposal does not conflict with our interests.	<input type="checkbox"/> The proposal conflicts with our interests for the reasons stated below.
<input checked="" type="checkbox"/> The proposal would not conflict our interests if the changes noted below are included.	<input type="checkbox"/> The following items are missing and are needed for completeness and review:

See atch STAFF Report

Signed _____
Title _____

Robert Chell
Eng MGR

PLEASE RETURN YOUR COPY OF THE APPLICATION AND MATERIAL WITH THIS FORM.

Exhibit 6
CU0-06
City Engineering Comments

ANALYSIS AND FINDINGS

METRO proposes to continue using and enhancing their South Station location and facilities. The facility has been functioning quite well over the past year. Traffic problems in the immediate vicinity of METRO South Station remain due to failure conditions at Highway 213 and Washington Street.

An access control issue has surfaced during ODOT's review of the Home Depot plans. The Home Depot project will require a center raised median in Washington Street that will prevent METRO transfer vehicles from making a left turn out of their easterly exit. City staff has alerted METRO on this issue. METRO must analyze alternate exit path schemes in the future. Home Depot's current time schedule would complete the Washington Street improvements in 2002.

Conditions:

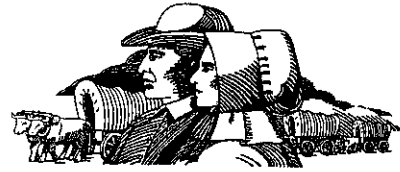
1. METRO shall continue to submit additions and modifications to their facility infrastructure for City of Oregon City site plan and design review.
2. METRO shall continue to contribute funds toward the 213 Corridor Study and Refinement Plan and participate in a proposed Memorandum of Understanding with the City of Oregon City and ODOT.
3. METRO shall submit an alternate site plan path for their transfer vehicles to exit the site using the main entrance across from the proposed Home Depot intersection. The alternative transfer vehicle exit path shall be operable before the Home Depot opening. Home Depot plans to open within the next two years.

CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



STAFF REPORT Date October 3, 2000

FILE NO.: ZC 00-03

APPLICATION TYPE: Quasi-Judicial / Type IV

HEARING DATE: October 9, 2000
7:00 p.m., City Hall
320 Warner Milne Road
Oregon City, OR 97045

APPLICANT Land Tech, Inc. Oregon City Excavation
8835 SW Canyon Lane #402 18772 South Leland Road
Portland, OR 97225 Oregon City, Oregon 97045

OWNER: Oregon City Excavation Dwaine and Linda Lausche
18772 South Leland Road 19405 South Pease Road
Oregon City, Oregon 97045 Oregon City, Oregon 97045

REQUEST: Zone Change from "R-10" Single-Family Dwelling District to
"R-8" Single-Family Dwelling District.

LOCATION: 19443, 19405, 19385 South Pease Road / Clackamas County
Map #3S-2E-7B, Tax Lots 2400, 2500, and 2600.

REVIEWER: Maggie Collins, Planning Manager
Jay Toll, Senior Engineer

RECOMMENDATION: Staff recommends approval of ZC 00-03

CRITERIA:

Comprehensive Plan:

Section "C" Housing

Section "T" Community Facilities

Section "L" Transportation

Municipal Code:

Chapter 17.08 "R-10" Single-Family Dwelling District

Chapter 17.10 "R-8" Single-Family Dwelling District

Chapter 17.49.050 Exemption Determination

Chapter 17.50 Administration and Procedures

Chapter 17.68 Zoning Changes and Amendments

SUMMARY OF ISSUES:

Scope of the Request: The applicant is requesting a zone change from R-10 Single-Family Residential to R-8 Single-Family Residential for the properties located at 19443, 19405, 19385 South Pease Road, Clackamas County 3S-2E-07B, Tax Lots 2400, 2500, and 2600 (Exhibit 1). If the Planning Commission approves this request, the applicant's intention is to consolidate the subject properties and to develop a subdivision (Exhibit 2).

The applicant's request is reviewed by the Planning Commission and the City Commission as a Type IV quasi-judicial application.

Summary of Analysis: Based on the analysis and findings contained in this staff report, there is sufficient evidence to show that the proposed Zone Change ZC 00-03 satisfies the Oregon City Municipal Code criteria.

No limitation on capacity of public facilities has been identified that cannot be overcome through construction of improvements as required by the City.

Upon application for subdivision development, the City will require the applicant to meet appropriate standards and provide necessary improvements and facilities to accommodate site development.

BASIC FACTS:

1. The Applicant has applied for a Water Resource Review and has submitted a Riparian Corridor Study. Staff review has revealed the need for more technical verification of the applicant's conclusions. However, the subject properties for which the zone change is requested are not significantly impacted by the identified water resource, which is located on TL 2300 (Exhibit 2). Final review and conclusions on WR00-10 do not need to be completed in order for the Planning Commission to act on the zone change request.
2. The subject property is approximately 7.19 acres in area, and is located northwest of Pease Road (Exhibit 1). The property is designated "LR," Low Density Residential on

- the Oregon City Comprehensive Plan Map. The "LR" Comprehensive Plan designation may be implemented by R-10 Single-Family Dwelling zoning.
3. The subject site contains three tax lots, which cover a rectangular area of roughly 550 feet by 700 feet. The southeast boundary of the site fronts South Pease Road. In general, the site is relatively flat to gently sloping, with slopes trending downward to the south and southeast. The property is generally undeveloped with the exception of several houses and outbuildings immediately adjacent to South Pease Road. The existing structures are to be demolished prior to site development. The surrounding properties to the north, northwest, and west of the subject properties are designated "LH / MH," Low Density Residential / Manufactured Home in the Oregon City Comprehensive Plan and zoned R-8 Single-Family Dwelling District. The properties to the east of the subject properties are outside the current City Limits (within Clackamas County) and are zoned FU-10, Urban Transition, with a minimum lot size of 10 acres.
 4. The applicant state that under R-10 Single-Family Residential District standards, approximately 23 residential lots can be developed on the subject property (4.4 units per gross acre). The proposed zone change to R-8 Single-Family Residential District would allow the applicant to develop 29 residential lots on the subject property (3.5 units per gross acre). See Exhibit 3, Applicant's Narrative.
 5. Transmittals on the proposal were sent to various City departments, affected agencies, property owners within 300 feet, and the Citizen Involvement Committee Council (CICC).
 6. The City's Building Official, the Public Works Division, and Clackamas County Department of Transportation and Development reviewed the proposal and provided their comments. The received comments are incorporated into the analysis and findings section below.
 7. Other Comments: Norman Berney and Ed and Carol Lasky, both adjacent property owners, submitted written comments opposing the zone change request. They cited damaging effects on their respective properties, including the lowering of property values and diminishment of the quality of their neighborhood.

ANALYSIS AND FINDINGS:

Oregon City Municipal Code Chapter 17.68.

Criteria for a zone change are set forth in Section 17.68.020 and are as follows:

Criterion A. The proposal shall be consistent with the goals and policies of the comprehensive plan.

The following goals and policies of the City of Oregon City Comprehensive Plan are applicable to the requested change:

<i>Citizen Participation Goal</i>	The public hearing was advertised and notice was provided as prescribed by law to be heard by the Planning Commission on October 9, 2000. The public hearing will provide an opportunity for comment and testimony from interested parties.
Conclusion:	The proposal is in conformance with the Citizen Involvement Goal of the Comprehensive Plan.
<i>Housing Goal</i>	Provide for the planning, development, and preservation of a variety of housing types at a range of rents. The City encourages planning, development and preservation of a variety of housing types at a range of price and rents. Adjacent properties located within the City limits have been zoned and developed for "R-10" and "R-8" uses. Developing at an "R-8" density encourages an adequate transition and compatibility of lot sizes between properties inside and properties outside the City Limits and the Urban Growth Boundary. The applicant states that the proposed zone change provides an opportunity for "...reasonable Low Density Residential developments with exceptional utility access as well as vehicular and pedestrian connectivity." (See Exhibit 3.)
Conclusion:	The proposal is in conformance with the Housing Goal of the Comprehensive Plan.
<i>Community Facilities Goal</i>	This goal requires the City to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve development in the City. The City Engineering Division, the City Traffic Engineer, and the Public Works Division reviewed the proposal with regards to the availability of public services and facilities and utilities. No significant service difficulties were identified in proposing future residential development. Appropriate half-street improvements along Pease Road would be required at the time that a subdivision proposal is submitted.
Conclusion:	This site can be served by urban services or services can be made available to the site. Therefore, the proposed zone change complies with the Public Facilities Goal of the Comprehensive Plan. Upon application for development, the City will require the applicant to meet appropriate standards and provide necessary improvements and facilities to accommodate site development, including any conditions specified by Planning File WR-00-10.

Transportation Goal

This goal requires that the City insure a transportation system that supports the City's land uses and provide appropriate facilities to accommodate transportation movements.

The applicant submitted a Traffic Impact Analysis (TIA) that was evaluated by the City's Traffic Engineer. The City's Traffic Engineer determined that the proposed development would not have a significant impact of the intersection of Meyers Road/Leland Road/Clairmont Way or the intersection of Pease Road and Leland Road. Long term traffic impacts focus on maintaining acceptable levels of service at the intersection of Warner-Milne road and Leland Road/Linn Avenue by the year 2019. This question is analyzed in the City's Draft Transportation System Plan. Any specific requirements will be initiated through the subdivision proposal for the subject site.

Conclusion:

In conclusion, the Traffic Engineer found that the applicant's traffic impact analysis meets the City's requirements and there will not likely be a short-term impact on the transportation system. No specific traffic facility improvements are required by approval of the zone change request. Upon future development of the subject property, the City would require half-street improvements on Pease Road along the subject property frontage.

Conclusion for Criterion A:

Based on the above analysis, the proposal, as presented by the applicant, has satisfied Criterion 1.

Criterion B.

That public facilities and services (water, sewer, storm drainage, transportation, schools, and police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.

The Applicant's Narrative addresses the public facilities and services cited above. (See Exhibit 3).

Conclusion for Criterion B:

Upon application for subdivision development, the City will require the applicant to meet appropriate standards and provide necessary improvements and facilities to accommodate site development, including the notations of the Engineering Division.

As discussed earlier in this report, this site can be served by urban services or services can be made available to the site. Therefore, the proposed zone change complies with Criterion B.

Criterion C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.

If approved by the Planning Commission, the proposed zone change from R-10 to R-8 would result in six potential additional lots on the subject 7.19-acre property.

Conclusion for Criterion C:

As previously discussed in this report, the proposed development will not have a significant impact of the existing capacity and level of service of the transportation system serving the surrounding transportation network.

Criterion D Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions, which control the amendment.

The following Statewide Planning Goals are applicable to this request: Goal 1 Citizen Involvement; Goal 2 Land Use Planning; Goal 10 Housing; Goal 11 Public Facilities and Services; and Goal 12 Transportation.

Conclusion for Criterion D:

The Oregon City Comprehensive Plan was acknowledged by the Land Conservation and Development Commission on April 16, 1982. The acknowledged City's Comprehensive Plan includes specific goals and policies that are applicable to the requested zone change. Therefore, it is not necessary to address the Statewide Planning Goals in response to this criterion. The applicable Comprehensive Plan Goals and Policies were addressed in response to Criterion A.

CONCLUSION AND RECOMMENDATION:

Based on the analysis and findings presented in the report, the proposed Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District satisfies the requirements as described in the Oregon City Comprehensive Plan and the Oregon City Municipal Code.

Staff recommends that the Planning Commission recommend to the City Commission approval of the requested Zone Change from "R-10" Single-Family Dwelling District to "R-8" Single-Family Dwelling District for the property identified as Clackamas County Map 3S-2E-7B, Tax Lots 2400, 2500 and 2600.

EXHIBITS:

1. Vicinity Map
2. Site Map and General Water Resource Area
3. Applicant's Narrative
8. Agency Comments
 - a. City Engineering Division
 - b. Clackamas County (on file)
 - c. Public Works Division (on file)
5. Citizen Comments

7 BB

62-64

62-84

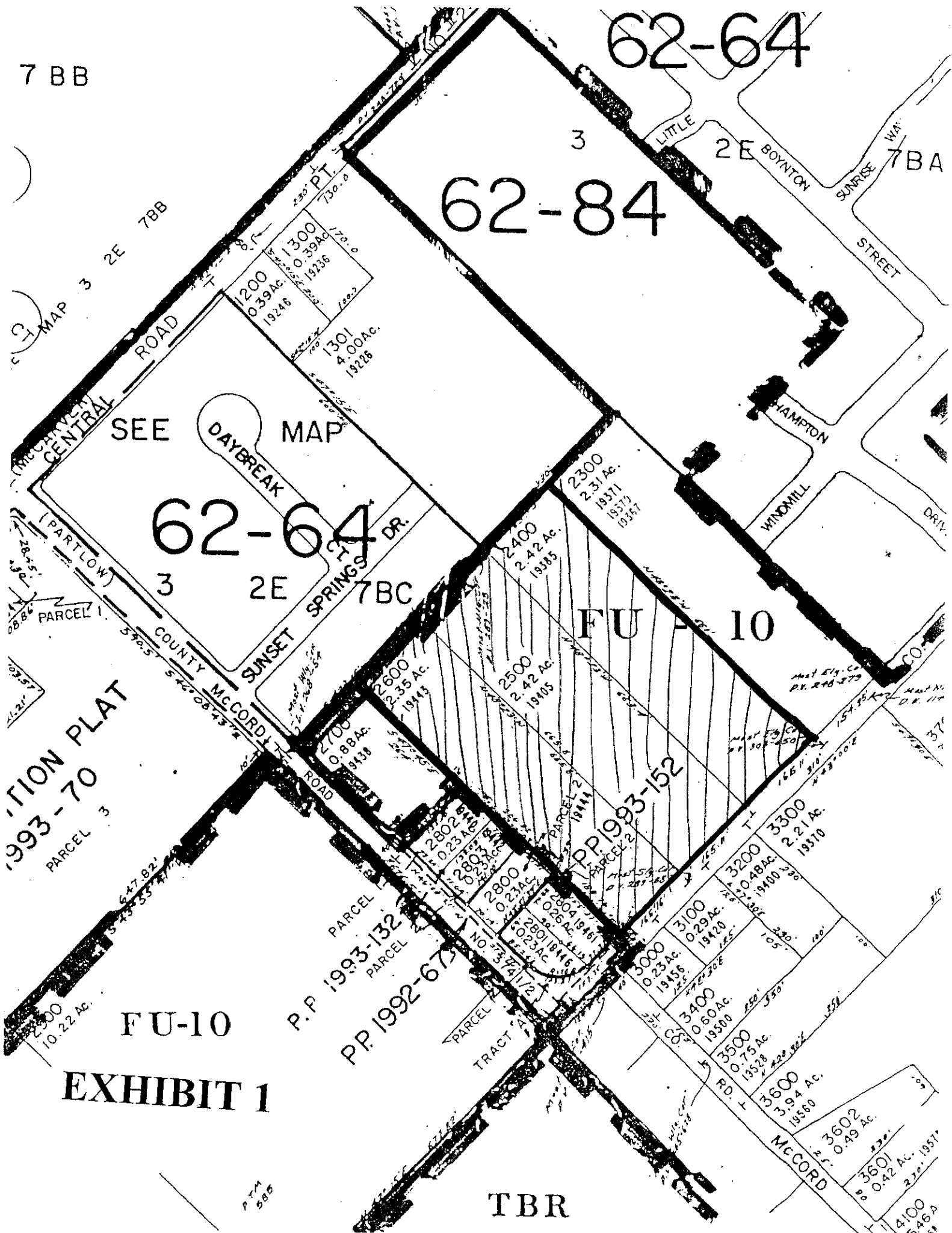
62-64

FU 10

FU-10

EXHIBIT 1

TBR



SUNSET SPRINGS DRIVE

N 44°46'50" E

EXISTING WATER
QUALITY FACILITY

495.72'

S 46°07'54" E
264.84'

67.18'
WIDTH
VARIANCE

PROPOSED DEVELOPMENT
CHINOOK LANDING

N 48°33'02" W 206.89'

S 46°32'37" E 640.84'

UPSTREAM BASIN
STORM FLOWS
INTO EXISTING
& STORM SYSTEM

SSM#1
RM = 438.94
30" PVC IN = 431.34
30" ADS S = 431.34
30" ADS E = 438.94

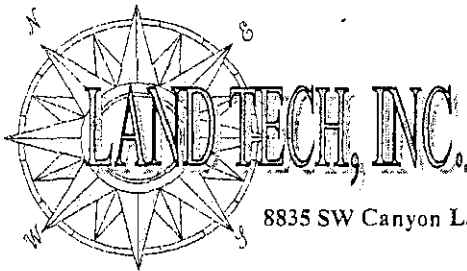
SSM#2
RM = 435.81
30" ADS N = 432.39
30" ADS S = 429.36
24" ADS E = 429.36
8" GATE VALVE = 429.71
SUMP = 429.56

EXISTING SANITARY
PUMP STATION

PEASE ROAD (COUNTY ROAD 374 1/2)

EXISTING STORM OUTFALL TO
EXISTING STREAM

EXHIBIT 2



8835 SW Canyon Lane #402 Portland, OR 97225

PHONE: (503) 291-9398 FAX: (503) 291-1613

CIVIL ENGINEERING - SUBDIVISION PLANNING & DESIGN - LAND SURVEYING -
CONSTRUCTION SURVEYING

ZONE CHANGE APPLICATION
"CHINOOK LANDING"

DATE: June 8, 2000

APPLICANT: Oregon City Excavation & Development, Inc.
18772 South Leland Road
Oregon City, OR 97045
Contact: Brett Eells

OWNERS: Tax Lots 2400/2600
Oregon City Excavation & Development, Inc.
18772 South Leland Road
Oregon City, OR 97045
Contact: Brett Eells

Tax Lot 2500
Dwayne and Linda Lausche
19405 South Pease Road
Oregon City, OR 97045

CONSULTANT: Land Tech, Inc.
8835 SW Canyon Lane
Suite #402
Portland, OR 97225
Contact: Matt Wellner

REQUESTS: With this submittal the applicant requests a zoning district
classification of R-8 to be placed upon each of the following
parcels.

LEGAL DESCRIPTION: Assessor's Map 3S 2E 7B, Tax Lots 2400/2500/2600

PARCEL SIZE: Approximate Total - 7.19 Acres

ZONING: Proposed zone R-8 / Existing zone FU-10

LOCATION: TL 2400 - 19385 South Pease Road Oregon City, OR
TL 2500 - 19405 South Pease Road Oregon City, OR
TL 2600 - 19443 South Pease Road Oregon City, OR

I. APPLICABLE REGULATIONS

Oregon City Municipal Code Chapters:

17.06 Zoning of Annexed Ares

17.68 Zoning Map Amendments

II. DISCUSSION

This application requests: (1) an order granting the applicant's request to change the zone of tax lots 2400, 2500 and 2600 of tax map 3S 2E 7B, from FU-10 to R-8 on the City's zoning map. The narrative which follows, together with the attached supporting information, have been submitted to demonstrate the applicant's compliance with the applicable provisions of the Oregon City Municipal Code for zoning map amendments.

A. Description of Proposed Action

The subject site is located on Pease Road. Three dwellings exist on the subject site. No modifications to the existing dwellings or their outbuildings have been proposed with this zone change. The subject site was recently annexed into the City of Oregon City, but has yet to receive a zoning classification under the Low Density Residential (LDR) zoning designation. The LDR zoning designation has three zoning classifications: R-6, R-8 and R-10. With this submittal, the applicant is requesting a zoning classification of R-8 to be placed upon the subject site.

B. Description of Surrounding Uses

In the vicinity of the subject site, parcels that have been annexed into the City of Oregon City have been zoned either R-8 or R-10. A majority of the large parcels along Pease Road and have been zoned R-8. The applicant has provided a City of Oregon City zoning map with this application that demonstrates the current zoning designations of parcels within several hundred feet of the subject site.

Although there are several parcels within the vicinity of the site that have been zoned R-10, the general trend for zoning and development in this community is heading towards R-8. The enclosed City of Oregon City zoning map demonstrates that this area has an abundance of connected R-8 parcels. Intermixed among these parcels and developments are some small to mid sized R-10 developments and some larger unconnected undeveloped R-10 parcels.

The applicant contends that this large LDR community will continue this gravitation towards the R-8 development due to the fact that it provides larger than average lots while also supplying the higher density required to meet the goals of the City of Oregon City and Metro.

C. Discussion of Applicable OCMC Requirements

17.06.050 Zoning of annexed areas. All lands within the urban growth boundary of Oregon City have been classified according to the appropriate city land use designation as noted on the comprehensive plan map (as per the city/county urban growth management area agreement). The planning department shall complete a review of the final zoning classification within sixty days after annexation.

RESPONSE:

The subject site is within the urban growth boundary and has been annexed into the City of Oregon City under the Low Density Residential plan designation. The planning department has reviewed the subject site, as annexed under the FU-10 zone. The applicant is requesting a rezone of the subject site to R-8. The R-8 zone is a residential zone also found within the Low Density Residential plan designation.

- A. A public hearing shall be held by both the planning commission and city commission in accordance with the procedures outlined in Chapter 17.68.

RESPONSE:

The applicant's request for a zone change on the parcels associated with Chinook Landing will be heard and approved by both the planning commission and city commission prior to approval of the proposed R-8 subdivision.

- B. *Lands within the urban growth boundary and designated low-density residential on the comprehensive plan map shall, upon annexation, be eligible for manufactured homes (infill of individual lots and subdivisions).*

RESPONSE:

This section does not currently apply. The applicant has proposed a zone change upon the subject property. At this time no manufactured dwelling units have been proposed upon the subject site.

- C. *Lands designated low-density residential may receive a designation consistent with Table 17.16.050. The hearings body shall review the proposed zoning designations and consider the following factors:*
1. *Any applicable comprehensive plan goals and policies of the dual interest area agreement;*
 2. *Lotting patterns in the immediate surrounding area;*
 3. *Character of the surrounding area. If the land is constrained by steep slopes or other natural features (wetlands, vegetation, etc.), R-10 shall be designated.*

In those cases where only a single city zoning designation corresponds to the comprehensive plan designation and thus the rezoning decision does not require the exercise of legal or policy judgment on the part of the decision maker, Section 17.68.025 shall control. The decision in these cases shall be a ministerial decision of the planning director, made without notice or any opportunity for a hearing.

At the time of filing a petition for annexation, the filing fee listed in 17.50.480 shall be paid to the city recorder to defray the costs of publication, investigation and processing.

RESPONSE:

Three zoning designations are found under the Low Density Residential plan designation. Thus, Staff, the planning commission and the city commission must review the proposed zone change application. The subject site has been annexed into the City of Oregon City under the FU-10 zone.

The subject site currently has a water resources overlay. However, the applicant's engineer has prepared a modification proposing the removal of the overlay. The application states that the overlay is improperly located. The engineer has provided evidence supporting this conclusion. Therefore, the subject site does not have any limiting characteristics associated with wetlands,

vegetation or steep slopes. Included with the applicant's original submittal is an existing conditions plan that demonstrates the subject site's current environment. This material displays that the subject site should not receive an automatic R-10 zoning overlay due to site characteristics such as wetlands, vegetation or steep slopes.

There are no Comprehensive Plan goals or policies specific to the subject site that would limit the zoning overlay such that the applicant's request could not be approved. The applicant's proposal complies with the goals and policies of the Comprehensive Plan. Development of the subject site under the R-8 zone would follow the rules and regulations of the City of Oregon City CDC and Comprehensive Plan the same as development of the subject site under the requirements of the R-10 zone. However, development of the subject site under the R-8 zone would bring the City of Oregon City one step closer to meeting the goals for increased density within the incorporation. Development of the subject site would provide street stubs for future through connections. Therefore, development would help to promote circulation and connectivity issues.

The applicant is confident that the proposed zone change will help development of a currently undeveloped community on the edge of the City of Oregon City's current limits. Due to the present state of public facilities in this location of the incorporation, development of parcels in this community are heavily impacted by the financial constraints of constructing and/or improving a great deal of these facilities for adequate service to be provided to future adjacent developments. Approval of Chinook Landing as an R-8 development will help to ensure that a trend is set for construction of reasonable Low Density Residential developments with exceptional utility access as well as vehicular and pedestrian connectivity.

17.68 Zoning Changes and Amendments

Section 17.68.020 of the Oregon City Municipal Code states that requests to amend the City's Zoning Map shall be evaluated according to the following criteria:

1. *The proposal is consistent with the goals and policies of the Comprehensive Plan.*

The following goals and policies of the Comprehensive Plan are applicable to this request:

- a. Citizen Involvement

Goal - Provide an active and systematic process for citizen and public agency involvement in the city's land use decision making process.

Policies

1. Encourage and promote a citywide citizen participation program that helps neighborhoods to organize so that they may develop and respond to land use planning proposals.
2. Provide neighborhood groups and citizens with accurate and current information on policies, programs and development proposals that affect their area and institute a feedback mechanism to answer questions from the public.
4. Encourage citizen participation in all functions of government and land use planning.

Comment

This application has been submitted in accordance with zoning map amendment process described in the Oregon City Municipal Code. The application addresses relevant state statutes, administrative rules and plan policies that govern the requested map amendment. The request may be approved if it is found to be in conformance with the applicable policies of the city's Comprehensive Plan.

Under the applicable city ordinance, a request to change a zoning designation must be processed as a zoning map amendment. The ordinance provides that the Planning Commission shall render a recommendation to the City Commission on a request for zone change after prior notice and a public hearing.

City ordinance states that notice of a public hearing must be sent to all property owners of

record within 300 feet of the subject property at least twenty days before the hearing. Notice must also be published in a newspaper of general circulation at least ten calendar days before a public hearing.

The applicant is required to post a sign on the subject property that describes the proposed zoning map amendment at least 14 days prior to the date of the public hearing.

Finally, copies of the zoning map amendment application, evidence relied upon, applicable criteria, and staff report must be available for inspection by interested parties at least 14 days prior to the date of the hearing.

Applicant submits that by participating in the process described above the application will have complied with the requirements contained in statewide planning Goal 1, Citizen Involvement, as well as the relevant policies described in Part B, Citizen Involvement, of the Oregon City Comprehensive Plan.

b. Housing Element

Goal - Provide for the planning, development and preservation of a variety of housing types at a range of price and rents.

Policies

3. The City shall encourage the private sector in maintaining an adequate supply of single and multiple family housing units. This shall be accomplished by relying primarily on the home building industry and private sector market solutions, supported by the elimination of unnecessary governmental regulations.

Comment

The applicant estimates that under an R-10 zoning designation the subject site could be subdivided into approximately twenty-three single-family residential lots. An R-8 designation, however, would allow the property to be subdivided into approximately twenty-nine lots. The increased density will result in a corresponding decrease in individual lot costs and final per unit housing costs. Such cost reductions lie at the heart of the city's policy of providing the regional home building industry with resources necessary to provide an adequate supply of flexible and affordable single-family housing opportunities to Oregon City residents. Additionally, Metro's 2040 Recommended Alternative document, which considers the technical findings documented in Metro's *Concepts for Growth* report, recommends the region wide average lot size for new single-family homes be 6,550 square feet, or 6.5 units per acre.

The applicant submits that the requested R-8 zoning map designation should be approved because it will provide flexible and affordable housing opportunities that are consistent with Metro's *Concept for Growth* report and the Recommended Alternative for residential lot sizes.

c. Commerce and Industry

Goal - Maintain a healthy and diversified economic community for the supply of goods, services and employment opportunities.

Comment

The goals and policies described in Commerce and Industry, of the Oregon City Comprehensive Plan are not applicable to this request because the subject site and the surrounding area are limited to residential uses.

d. Historic Preservation

Goal - Encourage the preservation and rehabilitation of homes and other buildings of historical and architectural significance in Oregon City.

Comment

No homes or other buildings of historical or architectural significant exist on the subject site.

e. Natural Resources

Goal - Encourage the preservation of natural resources in Oregon City.

Comment

The subject site currently has a water resources overlay. However, the applicant's engineer has prepared a modification proposing the removal of the overlay. The application states that the overlay is improperly located. The engineer has provided evidence supporting this conclusion. Therefore, the goals and policies described in this section of the Oregon City Comprehensive Plan are not applicable to this request since the comprehensive plan does not identify any protected natural resources on the subject site.

f. Growth & Urbanization

Goal - Preserve and enhance the natural and developed character of Oregon City and its urban growth area.

Comment

The goals and policies described in the Growth and Urbanization section of the Oregon City Comprehensive Plan are not applicable to this request since the subject site is presently within

the city's Urban Growth Boundary.

g. **Energy**

Goal - Plan urban land development, which encourages public and private efforts towards conservation of energy.

Comment

Energy conservation will be addressed in the construction of individual single-family dwellings. Individual single-family dwellings should include proper insulation, heating, and window materials required to ensure adequate energy conservation.

h. **Community Facilities**

Goal - Serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning and provision of adequate community facilities.

Policies

5. The City will encourage development on vacant buildable land within the city where urban facilities and services are available or can be provided.
7. Maximum efficiency for existing urban facilities and services will be reinforced by encouraging development at maximum levels permitted in the Comprehensive Plan and through infill of vacant City land.

Comment

Matters relating to the availability and present capacity of urban facilities and services to serve the proposed development are discussed in Section 2, below.

i. **Parks**

Goal - Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth.

Comment

The Comprehensive Plan does not identify the subject site for future acquisition or development as a public park or other recreational facility.

j. Willamette River

Goal - Maintain the adopted Greenway Boundary and required procedures to ensure the continued environmental and economic health of the Willamette River.

Comment

The subject site is not within the boundary of the Willamette River Greenway. Accordingly, the applicant's request to have the site designated R-8 on the City's zoning map is not subject to the goals and policies of this element of the city's comprehensive plan.

k. Transportation

Goal - Improve the systems for movement of people and products in accordance with land use planning, energy conservation, neighborhood groups and appropriate public and private agencies.

Comment

A traffic impact analysis prepared by Lancaster Engineering is included with this request. This report addresses full development of the subject site. This report addresses a rezone of the subject site to R-8.

2. *Public facilities and services, i.e., water, sewer, storm drainage, transportation, schools, and police and fire protection, are presently capable of supporting the uses allowed by the proposed zone, or may be made available prior to the issuance of a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.*

Comment

- a. Water

Future water service to the subject site will be provided via an existing 12" water line that will have to be extended to the subject site. Based on the information and comments the city's engineering and public works staff provided to applicant's representatives during the required pre-application conference, applicant submits that there is sufficient capacity in the existing system to provide water service to the subject site at the densities allowed under the requested R-8 zone.

- b. Sanitary Sewer

Sanitary sewer service to the subject site is available via an existing 8" sanitary sewer line located in Pease Road. Based on the information and comments the city's engineering and public works staff provided to applicant's representatives during the required pre-application conference, applicant submits that there is sufficient capacity in the existing system to provide sanitary sewer service to the subject site at the densities allowed under the requested R-8 zone.

- c. Storm Drainage

The applicant has proposed to construct a storm water quality and detention facility within development of the subject site. This storm water facility will provide for proper storm water treatment and detention. This facility will be located within Tract "A" as shown on the enclosed preliminary plan. Storm water from all impervious surfaces will be directed towards the low point

in the development, which is Tract "A". From Tract "A" storm water will be metered into a public storm water system located in Pease Road.

Based on the information and comments the city's engineering and public works staff provided to applicant's representatives during the required pre-application conference, applicant submits that there is sufficient capacity in the existing storm water system to serve the subject site at the densities allowed under the R-8 zone.

d. Transportation

As was previously discussed, a traffic impact analysis prepared Lancaster Engineering is included with this request.

e. Schools

i. Elementary School

Using a commonly accepted multiplier of .36 elementary students per single-family dwelling unit, the proposed subdivision could be expected to generate approximately ten additional elementary students.

ii. Middle School

Using a commonly accepted multiplier of .10 students per single-family dwelling unit, phase one of the proposed subdivision could be expected to generate approximately three additional middle school students.

iii. Senior High School

Using a commonly accepted multiplier of .08 senior high school students per single-family dwelling unit, the proposed subdivision could be expected to generate approximately

two additional students at the senior high school.

Comment

Although the applicant has not yet had the opportunity to speak with the superintendent of schools, based upon the above stated numbers a comparison with the superintendent's discussion of nearby developments of approximately the same size, the applicant has determined that the number of students to be added to the school district will cause little to no impact upon the school system.

f. Police

A representative from the Oregon City Police Department was not present at the pre-application conference attended by applicant's representatives; however the Oregon City Police Department historically committed to serve properties within the City limits.

g. Fire

Adequate fire service will be provided to the proposed development. The applicant has proposed a paved public street surface with a minimum width of 32 feet. In addition, as stated within the pre-application conference notes, no property will be further than 250 feet from a fire hydrant. Therefore, the requirements of the fire code will be complied with.

3. *That the land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.*

Comment

This narrative has previously discussed the traffic impact analysis prepared by Lancaster Engineering that is included with this request. The report concludes that applicant's proposal to designate the subject site R-8 will not significantly impact the surrounding transportation system.

4. *Applicable statewide planning goals shall be addressed where the Comprehensive Plan does not contain specific policies or provisions, which control the requested zone change.*

Comment

The goals and policies contained in the comprehensive plan address all of the statewide planning goals that are applicable to this request.

IV. CONCLUSION:

The proposed development will provide the citizens of Oregon City with affordable, high quality housing opportunities with sufficient public facilities and services. The applicant's request to have the subject site designated R-8 on the City's Zoning Map meets all relevant code criteria contained in Sections 16 and 17 of the City Municipal Code and approval by the Planning Commission is requested.



DAVID EVANS AND ASSOCIATES, INC.

September 11, 2000

2828 SW Corbett Avenue

Portland, Oregon 97201

Tel: 503.223.6663

Fax: 503.223.2701

Ms. Maggie Collins
Planning Manager
City of Oregon City
PO Box 351
Oregon City, OR 97045

EXHIBIT 4a

**SUBJECT: REVIEW OF TRAFFIC IMPACT STUDY
CHINOOK LANDING SUBDIVISION – ZC00-03**

Dear Ms. Collins:

In response to your request, David Evans and Associates, Inc. has reviewed the Traffic Impact Study (TIS) prepared by Tom Lancaster, PE (Lancaster Engineering) for the Chinook Landing subdivision located along S. Pease Road near its intersection with McCord Road. The subdivision would include 26 single family homes. The TIS compared the impact of development under R-8 and R-10 zoning.

The applicant analyzed the existing conditions and accounted for in-process traffic from approved residential developments and the site-generated traffic. I find the report uses reasonable assumptions for distribution of traffic and for trip generation. The report correctly identifies the minor impact of the proposed rezoning and accounts for a slight increase in the number of vehicle trips that will occur if the proposal is approved.

I agree with the applicant's conclusions that the proposed development will not have a significant impact on the intersection of Meyers Road/Leland Road/Clairmont Way and the intersection of Pease Road/Leland Road. At these locations, traffic operations and delays will meet the city's standards.

The applicant determined that the intersection of Warner-Milne Road with Leland Road/Linn Avenue would operate at an acceptable level of service and delay with background traffic from approved development and with traffic generated by this subdivision. By year 2019, the intersection will require mitigation with or without this development. The applicant notes that the intersection is being analyzed as part of the city's Transportation System Plan. One proposed mitigation measure for this intersection is a southbound-right turn lane. The addition of this lane was assumed in the analysis. Even with the addition of a right-turn lane on the southbound approach, the intersection is predicted to operate at LOS E in 2019. This intersection will require a major project to meet long-term transportation needs as the southern part of the community develops.

Because of the close proximity of this subdivision to the intersection of McCord Road and Pease Road, the applicant examined this non-standard intersection. The applicant recommends that the current "Right Turn Permitted without Stopping" sign on southbound McCord Road at Pease Road be removed, thus requiring all vehicles to stop. The applicant also recommends that realignment of this intersection be implemented, but that this not be made a condition for this subdivision. I concur with these recommendations.

The applicant did analyze the need for a left turn lane at Leland Road at Pease Road and concluded left-turn lane warrants were not satisfied. Pease Road should be constructed to a standard that provides for sidewalks, bike lanes, travel lanes and a center left turn lane. The construction of Pease Road to the appropriate cross-section and the dedication of right-of-way should be made a condition of approval.



DAVID EVANS AND ASSOCIATES, INC.

Ms. Maggie Collins
September 11, 2000
Page 2 of 2

The proposed subdivision provides for a stub street connection to the adjacent parcels to the northeast. The applicant does not propose a connection to the parcel to the northwest. Although the adjacent subdivision to the northwest seems to preclude a street connection, a connection for pedestrians and bicyclists might still be a possibility. Other staff should determine whether the existing water quality feature adjacent to the proposed parcel #11 might be utilized as part of a pedestrian connection.

In conclusion, I find that the applicant's traffic impact analysis meets the City's requirements. The proposed development also puts additional burden on other streets and intersections including the intersection of Warner-Milne Road with Leland Road/Linn Avenue. As shown by the applicant, there will not likely be a short-term impact, but improvements will eventually be needed to mitigate for this and other streets in the southern portion of Oregon City. The rapidity of development will influence the timing of the needed improvements.

If you have any questions or need any further information concerning this review, please call me at 223-6663.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

A handwritten signature in cursive script that reads 'John Replinger'.

John Replinger, PE
Senior Transportation Engineer

JGRE:jr

o:\project\lorct0009\correspo\ZC00-03.doc

September 15, 2000

SEP 15 PM 4:10

FROM: L. Norman Berney
19450 Sunset Springs Drive
Oregon City, OR 97045

RECEIVED
CITY OF OREGON CITY

Phone: 657-0119

Tax Lot: _____

TO: Planning Commission
City of Oregon City
320 Warner Milne Road
Oregon City, OR 97045

**REGARDING: Zone Change (ZC 00-003),
Tax Lots 2400,2500, and 2600, South
Pease Road.**

Gentlepeople,

My residential property, zoned R-10, is back-to-back contiguous with the property identified in ZC 00-003. I strongly object to downzoning of the adjoining property and ask the Planning Commission to deny the request.

To allow the zoning change from R-10 to R-8 will have a permanent damaging effect on my property, and surrounding like properties, in that property values will suffer a lowering of property values. The action will result in a quid quo pro: Those with lots zoned R-10 will lose property value while the applicant will gain property value. Not an equitable exchange.

Retaining the lots in question as R-10 should not have an adverse economic effect on the developer. The larger lots should enable the developer to improve the overall development process, obtaining greater values for the improvements, and resulting in an equal or greater profit on the development.

On the other hand, allowing development on R-8 size lots will certainly engender lower quality construction and, again diminish the quality of our neighborhood. Developing the project as R-10 should keep the units as "affordable" for most buyers in today's economy.

Regarding, the application: The application appears flawed as the application lists Oregon City Excavation as Property Owner, while the City's **NOTICE OF PUBLIC HEARING** lists Oregon City Excavation and Dwaine and Linda Lausche as property owner. Whether the flaw might have any bearing on the application would have to be determined through the judicial process.

Sincerely,


L. Norman Berney

EXHIBIT 5

Sept 25, 200

Planning Commission
City of Oregon City
326 WARNER MILNE RD.
OREGON CITY OR 97045.

We ARE 19452 S Sunset Springs
Oregon City. we are BACK TO
BACK with the property identified
~~LC 00-003~~. Tax lots 2400, 2500, 2600


We object to Down zoning.
from R-10 to R-8.

We ARE R-10 - we will lose
property value if R-8 is allowed
in our BACK yard.

Thank you.

Ed + CAROL LASKY

Memo

To: Oregon City Planning Commission
From:  Maggie Collins, Planning Manager
Date: 10/02/00
Re: NEMO Program

Background

The Presentation you will see tonight has administrative approval. (City Department heads and managers gave favorable comments when it was presented at their September 21, 2000 meeting.)

Request

Staff is requesting that the Planning Commission consider sponsorship of the NEMO program. "Sponsorship" would involve receiving regular reports of the NEMO team's progress in putting together products for Oregon City to consider.

The NEMO program is significant in that Oregon City would be the demonstration city in the Metro region for exploring ways to look at techniques for improving water quality, including techniques for reducing impervious surfaces as the City grows.

Staff believes this is an excellent chance to continue the discussion that started with the adoption of the City's Water Resources Overlay and the Stormwater requirements last year, and we recommend favorable action on the sponsorship question.

Attachment

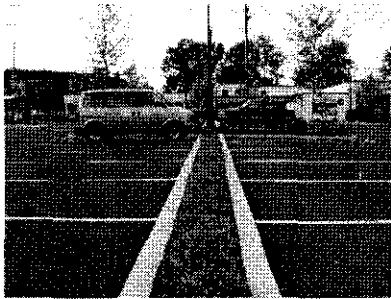
Cc: Bryan Cosgrove, Assistant City Manager

Vol2H/Wd/Maggie/Plcomm/Nemomemo

PROJECT SCOPE: Bringing “Non-Point Education for Municipal Officials” to Oregon City

Lower Columbia River Estuary Program
Oregon State University Extension Sea Grant

September 21, 2000

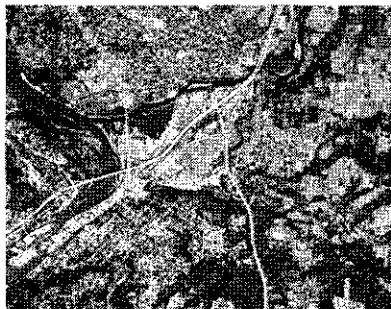


Background

Non-point source pollution (NPS) continues to be a key factor behind poor water quality in Portland metro area streams and rivers. Many NPS education programs target polluted runoff from farms, homes, and other individual properties. However, local land use decisions and requirements also greatly influence whether development in a watershed perpetuates or even increases polluted runoff. Local officials, who face many

community issues over a brief tenure, may not have enough access to sound, science-based information about the land use-water quality connection when making important decisions about development permits or zoning ordinances. This dilemma is complicated by new federal requirements for stormwater management and protection of threatened and endangered salmon and trout.

The award-winning Non-Point Education for Municipal Officials (NEMO) program was developed by the University of Connecticut to provide educational resources for local land use decision makers. NEMO is heavily based on the notion of a picture being worth a thousand words. Satellite imagery, GIS mapping, and photographs of local development and waterways are used to illustrate important watershed management concepts and envision future scenarios. Analysis of impervious surface serves as a primary indicator of the potential for water resource degradation. NEMO is now a national program, and provides support to individual state efforts via fact sheets, web pages, CD-ROM slide shows, training workshops, and other educational resources.



Project Description

The Lower Columbia River Estuary Program (LCREP) and Oregon State University Extension Sea Grant (OSU), with support from Oregon DEQ 319 water quality funding, will initiate a NEMO education program for two pilot communities – Oregon City, Oregon, and Longview, Washington. City of Oregon City staff have agreed to support the NEMO pilot by facilitating connections with appropriate city staff and

community organizations and working cooperatively to identify and potentially implement policy or rule changes that will enhance water quality protection. LCREP and OSU will provide the following services:

1. Develop a series of written materials, workshops, and other educational tools that tailor national NEMO products to specific issues and examples relevant to Oregon City water resources. These tools will rely significantly on maps generated by remotely-sensed data and GIS that are available from Metro, Oregon City, NASA, and other sources.

2. Review local ordinances and institutional frameworks that influence development and stormwater management in Oregon City. Identify existing obstacles to reduction of NPS (e.g., codes that unnecessarily require impervious surfaces).
3. Forecast future land use and water quality scenarios based on evaluation of existing zoning and alternative approaches (scenarios will be incorporated in educational tools described above).
4. Provide technical assistance to Oregon City with drafting of any ordinance/policy changes that result from land use analysis and educational programs. Assist with any community education programs associated with the process to revise local rules.
5. Serve as liaison with national NEMO program and related NEMO pilots in Longview, Salem, and other Northwest communities; share mapping protocols, lessons learned, etc.



Expected Outcomes

- ❖ Oregon City staff, board members, and community residents gain greater understanding of how land use decisions and actions affect NPS and water quality
- ❖ New map-based educational tools and land use analyses are produced for future use by Oregon City decision makers.
- ❖ Existing policies and ordinances are reviewed and potentially modified
- ❖ Lessons learned about NEMO pilot can improve application to other communities.

Timeline

September 2000:	NEMO presentation for Oregon City department heads
October 2000:	NEMO presentation for Oregon City Planning Commission
	Partners meeting to discuss project details
Fall 2000/Spring 2001	Review Oregon City ordinances/policies; gather relevant maps, photographs, and data; begin GIS analysis; develop educational materials
April 2001:	Hold education workshops for city staff, boards, other groups
Summer/Fall 2001:	Develop code changes (if appropriate)

Contact Information

Chris Hathaway
Natural Resource Specialist
Lower Columbia River Estuary Prog.
811 SW Naito Parkway, Suite 120
Portland, OR 97204
tel: 503.226.1565
fax: 503.226.1580
hathaway.chris@lcrep.org
www.lcrep.org

Paul Heimowitz
Aquatic Ecosystem Health Educator
Asst. Prof., Dept. of Fisheries & Wildlife
OSU Extension Sea Grant
200 Warner-Milne Road
Oregon City, OR 97045
tel: 503.722.6718
fax: 503.655.8636
paul.heimowitz@orst.edu

John S. Rozum
National NEMO Coord.
Cooperative Ext. System
University of Connecticut
1066 Saybrook Road
Haddam, CT 06438
Tel: 860.345.4511
FAX: 860.345.3357
<http://nemo.uconn.edu>