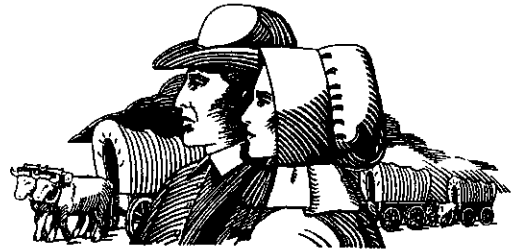


CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



AGENDA

City Commission Chambers - City Hall
June 12, 2000 at 7:00 P.M.

PLANNING COMMISSION MEETING

ORIGINAL

- 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:** May 22, 2000
- 7:15 p.m. 4. **PUBLIC HEARINGS**
- PD 99-02;** Paul Reeder and Dale Hult / Clackamas County Map # 3S-2E-7A, TL 2800; Approval of a 28-residential dwelling Planned Unit Development including 16 single-family detached homes, 6 single-family attached homes, and 3 duplexes. *(Please bring the packet with attachments that were sent separately.)*
- 8:00 p.m. **CU 00-03;** Oregon City Christian Church / Clackamas County Map # 3-1E-1DD, TL 100; Construction of a church facility and parking lot.
- 8:30 p.m. 5. **OLD BUSINESS**
- 8:35 p.m. 6. **NEW BUSINESS**
- A. Staff Communications to the Commission**
- B. Comments by Commissioners**
- 8:45 p.m. 7. **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.

**CITY OF OREGON CITY
PLANNING COMMISSION MINUTES
May 22, 2000**

COMMISSIONERS PRESENT

Chairperson Hewitt
Commissioner Carter
Commissioner Orzen
Commissioner Surratt
Commissioner Vergun

STAFF PRESENT

Maggie Collins, Planning Manager
Edward Sullivan, City Attorney
Tom Bouillion, Associate Planner

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: May 8, 2000

Chairperson Hewitt asked if there were any changes to the minutes of the May 8, 2000 Planning Commission meeting. **Commissioner Orzen** asked that a correction be made on page 3; she would like it noted that she was referring to the Clackamette Cove Plan and not Clackamette Park Plan.

Commissioner Carter moved to accept the minutes of the May 8, 2000 Planning Commission meeting with the change as noted. **Commissioner Orzen** seconded.

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

4. PUBLIC HEARING (Quasi-Judicial)

Chairperson Hewitt reviewed the public hearing process. He stated the time limitations for the speakers in the public hearing. He asked if there were any conflicts of interest or anyone who visited the site?

A. CU 00-04; Dr. Jay Mead/ 502 McLoughlin Blvd; Clackamas County Map

2-1E-36DD, Tax Lot 3900 & 6300; Request to convert an existing residence into a doctor's office with an associated parking lot on an adjacent parcel.

STAFF REPORT

Tom Bouillion reviewed the staff report and stated that conditional use approval is needed from the Planning Commission before the proposal can go before the Historic Review Board and undergo a Site Plan and Design Review process. He stated that staff recommends approval of application with two conditions.

Chairperson Vergun asked what those conditions were. **Tom Bouillion** stated that applicant is required to go before the Historic Review Board to complete a Site Plan and Design Review process and to comply with results and conditions. **Maggie Collins** mentioned that these conditions were listed as Exhibit 5 in the commission packet.

Chairperson Hewitt expressed surprise at the small number of conditions found on an application for conditional use. **Tom Bouillion** stated that the proposal going through the site design and historic processes will add provisions. Existing mature landscaping and proper screening of the parking lot satisfies conditional use criteria, and the proposal is considered very low impact. **Chairperson Hewitt** asked if the applicant is affected by the new parking ordinance, effective June 2, 2000. **Edward Sullivan** responded that the new ordinance does not affect the applicant as the ordinance became effective after the application was filed.

Chairperson Hewitt asked how many parking spaces were in the lot and if handicap access is considered a parking space. He asked if the proposal met parking standards for a doctor's office, including Metro's lower requirement. **Tom Bouillion** responded that the applicant proposes 7 spaces which should satisfy standards, including TSP requirements. **Chairperson Hewitt** asked about other parking available to building. **Tom Bouillion** responded that Miller Street has available on-street parking near building.

Chairperson Carter asked about main entrance of building. **Tom Bouillion** responded that there is an ADA handicap access ramp connected to the primary entrance in the back of the building near the parking lot. The existing front entrance is available, but will not be used as main entrance.

Chairperson Hewitt asked if application meets public transit requirements. **Tom Bouillion** responded that that property is an existing house and is a transit-oriented building located near McLoughlin Blvd; transit requirements are met. **Chairperson Hewitt** asked if there is direct sidewalk access to the proposed facility. **Tom Bouillion** responded that there is, and the criteria of accessibility and connectivity are reviewed in the Site Design process.

Chairperson Hewitt asked if there were any questions or comments from the public.

TESTIMONY IN FAVOR

Rick Givens, representing the applicant, stated that there will be 7 parking spaces and that the ADA ramp will connect the front entrance to the primary entrance at the back of the building by running along the side of the building. **Chairperson Hewitt** asked if there was a sidewalk that connects the house to the street sidewalk. **Rick Gibbons** responded that there is a sidewalk and it can be seen in the site map he brought. **Chairperson Hewitt** asked to have the map be formally entered as an exhibit. **Maggie Collins** stated that the new map will be labeled Exhibit A, page one of one.

Rick Givens requested that the Planning Commission note in its decision that the applicant can begin interior renovations immediately while exterior structure is under review through the proposal's other processes. He stated that Paul Espe, Associate Planner, had indicated that internal work would be acceptable. He showed Exhibit A to the Commissioners and pointed out sidewalk and ramp access.

TESTIMONY IN OPPOSITION

None.

CLOSE OF PUBLIC HEARING

DELIBERATION AMONG COMMISSIONERS

Chairperson Hewitt asked if applicant can begin interior renovations immediately. **Tom Bouillion** stated that it is allowed for interior work but the applicant cannot occupy the building until all review processes are complete. **Commissioner Surratt** asked if there were any interior renovation limitations by Historic Review Board. **Tom Bouillion** stated that the Historic Review Board is exterior only and will deal with issues on windows, ADA ramp, and parking lot. **Chairperson Hewitt** asked if Planning Commission can make a recommendation allowing interior renovations barring facade changes. **Maggie Collins** stated that it would be acceptable for the Planning Commission to recommend interior renovation work during the next two review phases.

Chairperson Hewitt asked if there was a motion to accept application with conditions. **Commissioner Vergun** motioned for approval with conditions and included the recommendation to allow interior renovation as applicable and in compliance with permit requirements and codes. **Commissioner Carter** seconded.

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

Maggie Collins asked if motion included findings of fact, conclusions of law, and final order. **Commissioner Vergun** replied that that was his intention.

- B. VR 00-03;** Rob Young; 509 Roosevelt Street; Clackamas County Map # 2-2E-32CB, Tax Lot 16700; Request a variance to re-establish two lots of record.

STAFF REPORT

Tom Bouillion reviewed the staff report and stated that notices were sent to city departments, affected agencies, and nearby property owners. He stated that the Building Official indicated a need for a 3 foot clearance between building and lot line as required by building codes when re-establishing lot lines. He stated that the Planning Commission was concerned only with re-established lot lines intersecting existing buildings, but that a staff recommendation would be made to adjust a lot line by 1 foot in order to comply with Building Code requirements. He stated that staff recommends approval of the variance request with this condition.

Commissioner Carter asked why it would be necessary to re-establish and modify lot lines if they were pre-existing. **Tom Bouillion** stated that it is to comply with code requirements and address concerns about building on smaller, older lots. He explained that older plats are often much smaller and a re-established line might go through a house, for example.

Commissioner Surratt asked if the patio slab was attached to the building. **Tom Bouillion** responded that the slab is flush with the ground and not considered a structure. He will get verification from applicant's representative that there is no attachment to building.

Chairperson Hewitt asked if there were any questions or comments from the public.

TESTIMONY IN FAVOR

Rob Young, of 19473 Lazy Creek Lane, introduced himself as the applicant's representative. He stated that the concrete slab will be removed allowing lot line adjustment by 7 feet. **Chairperson Hewitt** stated that this was different than the 1 foot adjustment in the staff report. **Rob Young** stated that he would adjust lot line by 7 feet to make the larger lot 60 by 100 feet and the re-established lot 52 by 100 feet which would comply with the current code.

TESTIMONY IN OPPOSITION

None.

CLOSE OF PUBLIC HEARING

DELIBERATION AMONG COMMISSIONERS

Commissioner Carter stated that the new adjustment was a good solution to the lot line issue. **Chairperson Hewitt** asked that the lot line adjustment be a condition of approval. **Tom Bouillion** stated that the condition was included on Page 5 of the staff report. **Maggie Collins** stated that the condition could be modified. **Chairperson Hewitt** stated that the variance condition would require a 7.5 foot lot line adjustment as represented tonight by applicant.

Commissioner Surratt moved to accept variance with condition that applicant adjusts lot line by 7.5 feet. **Commissioner Orzen** seconded.

Ayès: Carter, Orzen, Surratt, Vergun, Hewitt; Nays: None.

Maggie Collins asked if motion included findings of fact, conclusions of law, and final order. **Commissioner Surratt** responded in the affirmative.

5. OLD BUSINESS

PD 99-01 (continued); Larry Marple, Triple "D" Development, 14608 Glen Oak Rd; Clackamas County Map # 3S-2E-16A, Tax Lot 800; Request for approval of a Planned Unit Development (PUD) consisting of 37 single family homes and 30 multi-family dwellings.

Chairperson Hewitt stated that applicant has filed for continuance but would take comments from the public at this meeting. **Edward Sullivan** asked the Chairperson to review public hearing guidelines. **Chairperson Hewitt** reviewed the quasi-judicial application procedures and the public hearing process. He stated the time limitations for the speakers in the public hearing.

PUBLIC HEARING OPEN

Chairperson Hewitt asked if there was a staff report available. **Maggie Collins** stated that applicant filed a request for continuance to June 26, 2000 and it is included as the last page of the Commission packet. She stated that staff recommends approval of continuance in order to allow application revision. **Chairperson Hewitt** asked if the letter addressed the 120-day deadline for the Planning Commission review. **Maggie Collins** stated that the request letter granted permission to extend the process deadline.

Chairperson Hewitt asked if there were any questions or comments from the public.

Wilma Hartung, of 14445 Talawa Drive, stated she would like to make a few comments, neither pro nor con. She attended the March 10, 2000 Planning Commission meeting and was not happy with some comments made by the Chairperson and Commissioners. She stated that she wanted to clarify her position that the developer should pay for the part of the road they are developing and not the whole road. She referred to a 10-year engineering plan that recommends a halt to new building until there are improvements made to the intersection of Route 213 and Beaver Creek Road. She stated that Commission members made comments about favoring a gas tax for road repair; she felt that those comments were inappropriate. She stated that the Chairperson made a comment about being willing to vote either way on the PUD in question after hearing public comment against it, without having full information available, and while ignoring the recommendation of the 10-year plan previously mentioned.

Chairperson Hewitt responded that the Planning Commission reviews criteria and that he cannot vote against a plan for personal reasons if the plan meets the basic criteria.

Wilma Hartung asked the purpose of the Planning Commission hearing public comments. **Chairperson Hewitt** responded that public brings important information about the impact on adjacent property, lot sizes, and traffic flow. **Chairperson Surratt** stated that understanding the process is important in understanding how public comments are used as valuable feedback to the Planning Commission's criteria development. She stated that the rules are continually being modified and improved.

Chairperson Hewitt apologized to Ms. Hartung and said that he should have chosen his words more carefully, and will do so in the future. He stated that public comments are very important and they will be taken into account before making any decisions. He stated that he has not made a decision and will take all information into consideration when the application comes in front of the Planning Commission.

Commissioner Vergun stated that he was not familiar with the 10-year plan mentioned.

Maggie Collins stated that Ms. Hartung could be referring to the TSP plan, but she couldn't be certain. The applicant must include a traffic impact report in the revised application. **Commissioner Vergun** requested that Ms. Hartung bring in a copy for the Planning Commission. **Chairperson Hewitt** stated that the Ms. Hartung should submit her document to make it part of the official record. **Wilma Hartung** agreed to do so.

Edward Sullivan stated that the only applicable criteria are plans that have been adopted at the time of application, as per State law.

Commissioner Orzen asked what the TSP was. **Maggie Collins** replied that the TSP is the Transportation System Plan required by the State. The plan is concerned with multi-modal transportation, pedestrian-friendly streets, connectivity within the city, and basic layout of street improvements. The City Commission is currently working on a draft TSP and it will come to the Planning Commission for review in September 2000.

Commissioner Orzen asked if Nancy Kraushaar was the project lead. **Maggie Collins** responded in the affirmative.

Wilma Hartung asked if the 10-year plan would be reviewed. **Chairperson Hewitt** repeated that criteria apply only if it is adopted at the time of application.

Chairperson Hewitt asked if there were any more questions or comments from the public.

Steve Hartung, of 14445 Talawa Drive, stated he would like to make a few comments agreeing with Wilma Hartung's opinions of the March 10, 2000 Planning Commission meeting. He wanted to emphasize the impact on the Caufield Neighborhood Association, whose members lost morale as a result of attending the previous meeting. The Caufield Neighborhood Association felt useless in its efforts to organize and make an impression on the Planning Commission. **Chairperson Hewitt** apologized and stated he would write a letter to the chairperson of the association explaining that he misspoke and has not passed judgement on anything except for the evaluation of meeting basic criteria. He stated that the application in question has been continued and no other information has been given to the Planning Commission. He expressed interest in getting the Caufield Neighborhood Association involved again. **Steve Hartung** stated that he will share the chairperson's letter with the association.

Commissioner Vergun stated that for the benefit of those watching the televised meeting, public involvement is very important and the Planning Commission always needs public input. Neighborhood associations are very important in giving input, and the stronger associations have a continual presence at Planning Commission meetings and other commission meetings.

Chairperson Hewitt asked if he is able to write a letter to the Caufield Neighborhood Association. **Edward Sullivan** responded that he can as long as all parties get a copy of the letter. **Chairperson Hewitt** stated he would write a letter and that staff would take care of the details.

TESTIMONY IN FAVOR

None.

TESTIMONY IN OPPOSITION

None.

Chairperson Hewitt asked if there was a motion to approve continuance. **Commissioner Vergun** motioned to approve continuance, **Commissioner Carter** seconded.

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

CLOSE OF PUBLIC HEARING

6. NEW BUSINESS

A. Staff Communications to the Commission

None.

B. Comments by Commissioners

Commissioner Vergun asked about the results of the ballot ordinance for city annexation. **Tom Bouillion** responded that the most recent Glen Oak property was approved.

Commissioner Carter stated that public input was very important at the March 10, 2000 meeting as the applicant was prompted to revise his application as a result.

Commissioner Surratt asked about the status of meeting Metro's housing goals. **Maggie Collins** responded that a detailed report is due in September or October 2000, but the report is expected to arrive earlier based on current progress.

Chairperson Hewitt asked if there was a motion to close. **Commissioner Orzen** moved to adjourn, **Commissioner Carter** seconded.

All Commissioners agreed to adjourn.

**Gary Hewitt, Planning Commission
Chairperson**

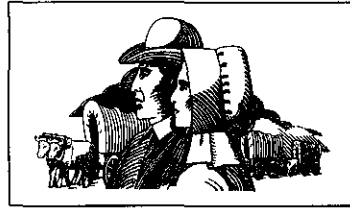
Maggie Collins, Planning Manager

CITY OF OREGON CITY

COMMUNITY DEVELOPMENT DEPT.

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



Staff Report

June 12, 2000

120-day August 10, 2000

FILE NO: PD 99-02
Leland Run
Planned Unit Development

FILE TYPE: Quasi-Judicial

HEARING DATE: Monday, June 12, 2000
7:00 p.m., City Commission Chambers
320 Warner Milne Road
Oregon City, Oregon 97045

APPLICANT MJF Development Dale Hult
1818 SE Reedway P.O. Box 955
Portland, OR 97202 Sandy, OR 97055

PROPERTY OWNER: Paul Reeder
18093 South Forest Ridge Lane
Oregon City, OR 97-45

REQUEST: Preliminary Plan for a 28-unit Planned Unit Development consisting of 16 single-family detached homes, 6 single-family attached homes, and 3 duplexes.

LOCATION: Leland Road between McCord and Meyers, Clackamas County Map 3S-2E-7A, Tax Lot 2800

REVIEWER: Barbara Shields, Senior Planner
Dean Norlin, Senior Engineer

RECOMMENDATION: Staff recommends approval of the requested Preliminary Plan for Leland Run PUD 99-02

SUMMARY OF ISSUES

1. Scope of the Request

The applicant is requesting approval of a Preliminary Plan for a Planned Unit Development consisting of 28 residential dwellings on a 6.4-acre site. The development site is located east of Leland Road, between McCord Road and Meyers Road (Exhibit 1).

The proposed PUD development consists of 16 single-family attached homes, 6 single-family attached homes, and 3 duplexes.

The highest portion of the site is in the northwest corner at about 100 feet of elevation. The center of the property is about 15 feet lower, rising about 10 feet to the southeast property line.

There is an intermittent drainage flowing near the northwest property line. It is a non-fish-bearing tributary of Mud Creek. Two wetland areas were identified on the site: 1) 3,339 square feet area in the northwest corner of the property; and 2) 11,291 square feet area in the middle portion of the site. The applicant is proposing to construct a local street over an existing wetland with an open bottom channel. Proposed wetland fill would affect approximately 4,845 square feet. In order to mitigate the proposed wetland fill, the applicant is proposing approximately 9,621 of wetland mitigation area.

The applicant proposes approximately 2.29 acres of open space as part of the requested Preliminary Plan for a PUD. The proposed open space encompasses the wetland area and the wetland mitigation area. Approximately 1.5 acres of the subject property is proposed as an active open space with approximately 1,000 feet of gravel trails. Approximately 0.5 acres includes benches and picnic areas.

The development of this site borders the north side of the publicly-owned Jessie Court Park. The Oregon City Parks and Recreation Master Plan calls for this property to be developed into sports fields and perhaps a playground.

2. Review Process

Planned Unit Developments are allowed in the R-8 Single-Family Residential Dwelling District but they must comply with Chapter 17.64 Planned Unit Development requirements.

The Planned Unit Development review process includes two steps:

1. *Preliminary PUD Plan Review (Section 17.64.130)*

The Preliminary PUD Plan is reviewed by the Planning Commission as a Type III application. An approval is valid for a period of twelve months of the date of decision. The applicant may apply to the Planning Manager for up to two extensions of up to six months each.

2. *Final PUD Plan (Section 17.64.150)*

The applicant must apply for Final PUD Plan approval within twelve months following approval of the Preliminary PUD Plan. Review of the Final PUD Plan is processed as a Type I decision by the Planning Manager. The Planning Manager may approve a Final PUD Plan as long as the Final PUD Plan does not propose any significant deviation from the approved Preliminary PUD Plan.

3. **Summary of Analysis and Findings**

Based on the analysis and findings contained in this staff report, there is sufficient evidence to prove that the proposed Leland Run Planned Unit Development may satisfy the Oregon City Municipal Code criteria by fulfilling the proposed conditions of approval.

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

The approval of the proposed Preliminary PUD Plan is subject to conditions related to site design features and provision of public infrastructure.

CRITERIA:

Comprehensive Plan

Section "C" Housing

Section "F" Natural Resources

Section "I" Community Facilities

Section "L" Transportation

Municipal Code

Chapter 17.64 Planned Development

Chapter 17.10 R-8 Single-Family Dwelling District

BASIC FACTS:

1. Location and present use of the property

The subject property is approximately 6.4 acres in area. The site is located east of Leland Road, south of Meyers Road and north of McCord Road (Exhibit 1). A single-family house is located in the northwest portion of the subject property. The site is mostly forested and is surrounded by undeveloped fields.

2. Zoning and the surrounding land use pattern

The subject property is zoned R-8 Single-Family Residential Dwelling District. Under Section 17.10, residential development in this district must comply with the following standards:

Lot Area	8,000 square feet
Lot Width	70 feet
Lot Depth	100 feet
Front Yard	20 feet
Corner Side Yard	20 feet
Rear Yard	20 feet
Side Yard	9 feet on one side/7 feet on other side

Given the minimum lot size requirement, the 6.4-acre subject property may accommodate approximately 35 units at 5.5 units per gross acre under the current R-8 standards.

The site borders the Urban Growth Boundary to the south. The properties to the south and southwest of the subject property are under Clackamas County jurisdiction and are zoned FU-10, Future Urbanizable. The subject site is directly adjacent to the Black Hawk Subdivision to the north and northeast and the Fox Homes Subdivision to the east. Both adjacent subdivisions are within the City's limits. The southeast corner of the subject property borders the future Jessie Court Park (Exhibit 1).

3. Site Natural Features and Constraints

There is an intermittent drainage flowing near the northwest property line. It is a non-fish-bearing tributary of Mud Creek. Two wetland areas were identified on the site: 1) 3,339 square feet area in the northwest corner of the property; and 2) 11,291 square feet area in the middle portion of the site. The applicant is proposing to construct a local street over an existing wetland with an open bottom channel. Proposed wetland fill would affect approximately 4,845 square feet. In order to mitigate the proposed wetland fill, the applicant is proposing approximately 9,621 of wetland mitigation area.

The highest portion of the site is in the northwest corner at about 100 feet of elevation. The center of the property is about 15 feet lower, rising about 10 feet to the southeast property line.

4. Access and Circulation

The subject property has frontage along Leland Road. Leland Road is classified a minor arterial by the City of Oregon City and Clackamas County. Leland Road is under Clackamas County jurisdiction.

Internal Circulation

The applicant is proposing one public street running through the middle portion of the subject property and one private street providing access to the northwest portion of the site. A street stub is provided to the east, which is consistent with the Silverfox Subdivision development adjacent to the property. Additional internal circulation will be provided through the proposed pedestrian walkway system.

Impact on City's transportation system

A Transportation Impact Analysis (TIA) was submitted by the applicant as part of the PUD application (Exhibit 3). The TIA was evaluated by a consulting Traffic Engineer (Exhibit 6b). The City Traffic Engineer indicated that 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 the City. The rapidity of development will influence the timing of the needed improvements.

The Engineering Division of the Community Development Department analyzed the street improvements to serve the requested development. A detailed description of all required street improvements is provided with this report in Exhibit 6a.

5. Site Design Concept

Density considerations

The applicant is proposing a 28-unit Planned Unit Development. Planned Unit Developments are permitted in the R-8 Single-Family Dwelling District but they must meet comply with the requirements of Chapter 17.64. Under Section 17.64.030, a development proposal may be processed as a PUD as long as the development proposes at least eighty percent of the gross density allowed by the underlying zone. Section 17.64.050 allows the Planning Commission to grant a residential density bonus in addition to the density allowed by the underlying zone if the PUD incorporates certain design features and amenities such as housing design, historical preservation, preservation of natural resources and trees, open space, and mixed use development. The Code also states that the total amount of density bonuses shall not exceed by more that thirty percent the gross density allowed by the underlying zone.

The subject property could accommodate 35 units at 5.5 units per gross acre under the R-8 Single-Family Dwelling District density requirements. The applicant is requesting 28 units as part of the Leland Run PUD, which meets the 80% gross density requirements.

Housing types

The Preliminary Glen Oaks Meadows Planned Unit Development Plan is proposing 16 single-family detached homes (Lots 7-24), six single-family attached homes (Lots 1-4 and 7-8) and three duplexes (Lots 5, 6, 25)

The proposed detached single-family lots range in size from approximately 5,016 square feet to approximately 5754 square feet. The proposed attached single family lots range in size from 3,536 square feet to 3,604 square feet.

Open space

The applicant is proposing approximately 2.29 acres of open space. The majority of the proposed open space area consists of passive open space areas and active open space areas. The proposed open space encompasses the wetland area and the wetland mitigation area. Approximately 75% (1.5 acres) of the subject property is proposed as an active open space with approximately 1,000 feet of gravel trails. Approximately 0.5 acres includes benches and picnic areas. The applicant is proposing preservation of the existing trees and natural habitat in Tract "B". Tract "C" is approximately 1/3 of an acre in size and includes an existing wetland area.

6. Comments from affected agencies

Transmittals on the proposed PUD application were sent to affect agencies. All received comments are attached to this report (Exhibits 6a-h)

All submitted comments were reviewed in incorporated to the Analysis and Findings section below.

ANALYSIS AND FINDINGS:

The requested Planned Unit Development is analyzed within the context of:

- A. PUD approval criteria (Sections 17.64.010 and 17.64.120); and
- B. PUD development standards (Sections 17.64.030, 17.64.040, 17.64.050)

A. PUD Approval Criteria:

Section 17.64.120. This section identifies five preliminary PUD plan approval criteria that have to be met in order to approve an application for a Preliminary PUD Plan.

CRITERION 1: *17.64.120.A. The proposed preliminary PUD plan is consistent with the purpose of this chapter set forth in Section 17.64.010 and any applicable goals and policies of the Oregon City Comprehensive Plan.*

Consistency with the Planned Unit Development purpose:

17.64.010.A. The purpose of this section is “to promote an arrangement of land uses, lot sizes, lotting patterns, housing and development types, buildings, circulation systems, open space and utilities that facilitate the efficient and economic use of land, and in some instances, a more compact, pedestrian-oriented, mixed-use urban design. Specifically, this can be accomplished through the PUD process with cluster developments, zero lot line and townhouse type developments, and mixed use developments that integrate compatible neighborhood commercial and office uses with residential uses in a single development or within a single building”.

Analysis: The submitted Preliminary PUD Plan proposes three types of buildings: 16 detached single-family homes, 3 duplexes, and 6 single-family attached homes.

The total area of the site devoted to open space, includes the wetland and the wetland mitigation area and consists of approximately 2.29 acres (36% of the site).

Conclusion: The applicant is proposing three types of residential units on the subject property. The number of the proposed units meets the density requirement for PUD development. The submitted site plan shows that proposed density is a result of an efficient and economic use of the site natural features and a mix of housing types.

The proposed trail system will consist of approximately 1,000 feet of gravel paths. As indicated previously in this report, the proposed development of the subject property borders the north side of the Jessie Court Park along the southerly property boundaries of Lots 17, 18, and 19. The proposal, as presented, does not indicate that the pathway system would connect to the future Jessie Court Park. Since the subject property already borders the northwest corner of the park, extending the proposed pathway system to connect with the future park would be a logical extension of the internal pedestrian circulation (Exhibit 6g). Also, as indicated by the Parks and Recreation Division, a 6-foot high chain link fence needs to be placed along the southerly boundaries of Lots 17, 18, and 19 to keep consistent with the City park property requirements.

In order to comply with this standard, the applicant needs to extend the proposed pathway system to connect with the Jessie Court Park property. Extending the pedestrian path system would assure a closer integrity between the proposed residential development and the future City park and facilitate the efficient use of the land as required by this criterion.

Also, a 6-foot high chain link fence should be installed along the southern boundaries of Lots 17, 18, and 19 to as recommended by the Parks and Recreation Division.

Section 64.010.B. The purpose of this section is “To preserve existing natural features and amenities and/or provide useful common open space available to the residents and users of the proposed PUD. Specifically, it can be accomplished through the PUD process by preserving existing natural features and amenities, creating new neighborhood amenities such as pocket or regional parks and open spaces that serve neighborhoods or on-site open spaces that meet the needs of the development’s future residents. In exchange, the City will extend residential density transfers and bonuses to increase the density on developable portions of the property”.

Analysis: The proposed preliminary PUD plan includes approximately 2.29 acres of open space, which constitutes approximately 36% of the total area of the subject property. The proposed open space would provide both passive and active recreational opportunities for the residents of the proposed PUD and the surrounding areas. The proposed passive and active open spaces are designed to be contiguous to connect open space areas with the residential property to the south.

Conclusion: Based on the above analysis, the proposed open space protects natural features of the property and provides useful open space for the residents and users of the subject property. Therefore, the requested PUD satisfies Section 17.64.010(B) of the Oregon City Municipal Code.

Section 64.010.C. This section requires “To protect and enhance public safety on sites with natural or other hazards and development constrains through the clustering of development on those portions that are suitable for development. This can be accomplished through the PUD process by preserving existing natural features and hazard areas and obtaining density transfers and bonuses to increase the density on developable portions of the property. The exact amount of density transfers and bonuses allowed is ultimately a discretionary decision by the City, and the applicant bears the ultimate burden of justifying the total density requested based on the mix of amenities and design features reflected in the PUD plan.”

Analysis: The applicant is not requesting density bonus as part of this PUD request.

Section 17.64.010.D. This section of the Code anticipates that certain dimensional requirements of underlying zones and general development standards, including those governing street right-of-way and pavement widths, may be adjusted to better achieve the above purposes.

Analysis: The applicant is requesting dimensional adjustments to the R-8 District. The setbacks for all lots are proposed to be those for the R-6 zone, with five and seven-foot side yard setback.

The applicant is requesting the following adjustments to the R-8 District standards:

Type of Standard	R-8 Requirements	Proposed Adjustments
Min. Lot Area	8,000 square feet	Varies *
Average Width	70 feet	Varies **
Average Depth	100 feet	Varies ***
Max. Building Height	35 feet	No adjustment proposed
Front yard	20 feet	No adjustment proposed
Interior yard	7/9 feet	5/7
Corner yard	20 feet	15 feet
Rear yard	20 feet	No adjustment proposed

- * The proposed detached single-family lots range in size from approximately 5,016 square feet to approximately 5,754 square feet. The proposed attached single family lots range in size from 3,536 square feet to 3,604 square feet (Exhibits 5a and 5b);
- ** The proposed widths range from 26 feet for single-family attached dwellings to 59 feet for duplex lots;
- *** With the exception of Lots 11, 12, 13, and 25, the proposed lots are at least 100 feet deep.

The applicant indicates in the narrative that the requested adjustments would allow for a more efficient use of land and transfer of densities from undevelopable areas of the property to developable areas of the property. In short, the proposed adjustments are tools the applicant may use to place 28 residential units on the subject property as long as the proposed development better achieves the purposes of the PUD development. As previously discussed in this report, the proposed preliminary PUD development would assure efficient use of the site, preservation of natural features and mix of housing types.

Conclusion: The submitted Preliminary PUD Plan is designed to integrate the proposed mix of housing types and site natural features. The proposed adjustments to the R-8 zoning standards would enable the applicant to implement the design concept, and, ultimately, would satisfy one of the PUD objectives, which is to allow a mix of land uses and structure types that are not allowed with the traditional subdivision process.

Consistency of the proposed development with Comprehensive Plan:

Housing Goal: Provide for the planning development and preservation of a variety of housing types at a range of prices and rents.

The proposed PUD development would provide 28 residential units at 80% gross density, which would satisfy the Housing Goal.

Community Facilities Goal: Serve the health safety education and welfare and recreational needs of all Oregon City Residents through the planning and provision of adequate community facilities.

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

Policy No. 5: The City will encourage development on vacant buildable land within the City where urban facilities and services are available or can be provided.

The proposed PUD will utilize the vacant buildable land that can be served by the City's facilities.

Natural Resources Goal: Preserve and manage our scarce natural resources while building a livable urban development.

The proposed PUD preserves and integrates the site existing natural resources into the residential development. The proposed open space would incorporate passive recreational uses and active recreational uses while preserving the existing wetland areas.

Conclusion: Based on the above analysis, the proposed Preliminary PUD Plan satisfies Section 17.120(A).

CRITERION 2 *Section 17.64.120.B. The proposed preliminary PUD plan meets the applicable requirements of the underlying zoning district, any applicable overlay zone (e.g., Chapters 17.44 and 17.49) and applicable provisions of Title 16 of this code, unless an adjustment from any these requirements is specifically allowed pursuant to this chapter.*

Analysis: The applicant requested adjustments to the requirements of the underlying R-8 Single-Family Home Dwelling District. These adjustments were discussed in response to Section 17.64.010(4), above.

As discussed previously in this report, the property contains an approximately 2.29 acres of open space that includes wetland and wetland mitigation areas.

The applicant provided a Water Resource Report that is incorporated into the narrative (Exhibit 3).

As previously discussed in this report, the applicant is proposing a wetland mitigation plan to offset the impacts associated the road crossing construction in the middle portion of the subject property. The applicant is also proposing to relocate the existing drainage channel along the northwest boundaries of the property.

Since the property contains an important water resource area, any development on the subject property must meet requirements of Chapter 17.49 Water Resource Overlay Area. Since the applicant filed this application before October 6, 1999, the proposed development is not subject to the recent amendments of Chapter 17.49 adopted by the City on October 6, 1999.

Prior to City's adoption of Title 3 of the Metro Functional Plan, under Chapter 17.49 regulations, all development within the water resource/wetland area had to maintain a wetland transition area extending fifty feet from wetland boundaries. Under pre-Title 3 adoption, the Code allowed the applicant to request a reduction of the transition area from fifty feet to twenty-five feet.

The site plan submitted by the applicant shows that proposed Lots 9, 10, 11, 12, 22, 25, 13, 14, 15 and 16 are located within the required 50-foot buffer adjacent to the delineated wetland areas.

As part of this application, the applicant is requesting a reduction of the wetland transition area from 50 feet to 25 feet (Exhibit 4).

The Planning Commission may decrease the transition area to twenty-five feet from the boundary of the creek if the project meets the following requirements:

- 1) The slope of the transition area is predominantly ten percent or less;
- 2) Soils in the transition area are not described in the U.S. Soil Conservation Service publication for Clackamas County as having high erosion potential;
- 3) the reduction in the transition area would not cause a reduction in wildlife habitat.

The applicant indicates that the slope of the transition area ranges from four to six percent; the soil on site is not classified as having high erosion potential; and the reduction in transition area will be mitigated on site and, therefore, no reduction in wildlife habitat will take place (Exhibit 4).

Conclusion: Staff concurs with the applicant's assessment that the reduction of the wetland transition area from 50 feet to 25 feet will not negatively affect the existing and proposed wetlands on the subject property.

CRITERION 3 *Section 17.64.120(C). Any phasing schedule proposed by the applicant must be reasonable and not exceed five years between approval of the final PUD plan and the filing of the final plat for the last phase. Dedication or preservation of open space or natural resources, in a form approved by the city, must be recorded prior to the construction of the first phase of any multi-phase PUD.*

Analysis: No phasing is proposed as part of this application. The open space area consisting of the wetland mitigation area is part of the site design.

Conclusion: If the Planning Commission approves the PUD request, the applicant will have to comply with this criterion prior to the PUD final plan approval.

CRITERION 4 *Section 17.64.120.D. The applicant has demonstrated that all public services and facilities have adequate capacity to serve the proposed development or adequate capacity is assured to be available concurrent with development.*

Analysis: The proposal was evaluated by the Engineering Division (Exhibit 6a) and the City's Traffic Engineer (Exhibit 6b). The Engineering Division evaluated the water, sewer, and drainage facilities.

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

CRITERION 5 *17.64.120.E. All adjustments from any applicable dimensional requirement requested by the applicant or recommended by the city are justified, or are necessary to advance or better achieve the policies of this chapter than would compliance with the dimensional requirements of the underlying zoning.*

The dimensional adjustment to the R-8 Single-Family Dwelling District standards were previously analyzed and addressed in response to Section 17.64.010.

Planned Unit Development standards:

The following sections of Chapter 17.64 pertain to PUD standards:

Section 17.64.030. This section states that "A development proposal may be processed as a PUD at the applicant's option so long as at least fifty percent of the gross area bears a residential plan designation, at least fifty percent of the net developable area is proposed for residential uses, and the development proposes at least eighty percent of the gross density allowed by the underlying zone. If the property bears a PUD designation, the property may be developed in accordance with this chapter. ..."

Analysis: The maximum gross density for the site is 35 residential dwelling units under R-8 Single-Family Residential Dwelling District standards. The applicant is proposing 28 units.

Conclusion: The proposal satisfies Section 17.64.030.

PROPOSED ROAD AND UTILITY PLAN WITH WETLAND MITIGATION



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LELAND ROAD IMPROVEMENTS

PRIVATE ACCESS SECTION 'B'

MICAL STREET SECTION

EXHIBIT 2

**Narrative for an adjustment
to the transition area setback**

for:

The LELAND RUN (PUD)

May 2000

Applicant	MJF Development 1618 SE Reedway Portland, OR 97202 (503) 736-9011
Representative	All County Surveyors & Planners, Inc. P.O. Box 955 Sandy, OR 97055 (503) 668-3151 Contact: Ray Moore, P.E.
Location	East of Leland Road, between McCord and Meyers
Legal Description	Tax Lot 2800, 36 2E, Sec. 7A
Zoning	Current Zoning: R8
Site Size	Approximately 6.4 acres
Proposal	An adjustment to the transition area setback requirement of 50 feet.

Site Description

The site is located in the Southeastern part of Oregon City, East of South Leland Road. The site is presently occupied by a residence. The site has numerous trees, and a wetland area. Adjacent properties are presently vacant but proposed or considered for development.

Proposal

The applicant requests that an adjustment be made to the transition area setback, section 17.49.070 of the development code. The minimum setback distance is 50 feet. The requested setback is 25 feet.

Applicable Criteria and Standards

17.49.070 Determination of transition area.

A. The transition area for wetland shall extend fifty feet from the boundary of the wetland... B. For water areas and water courses, the planning commission may decrease or increase the size of the transition area on a case-by-case basis as follows:

1. The planning commission may decrease the size of the transition area to twenty-five feet from the boundary of the water resource if:

a. The slope of the transition area is predominately ten percent or less, and

The transition area slope ranges from four to six percent. This condition is met.

b. Soils in the transition area are not described in the U.S. Soil Conservation Service publication Soil Survey for Clackamas County as having high erosion potential, and

The soil on site is classified as type 45B-Jory silt loam. "Runoff is slow, and the hazard of water erosion is slight."¹ The soil is not classified as having high erosion potential. This condition is met.

¹ Soil Survey of Clackamas County

c. The reduction in the transition area would not cause a reduction in wildlife habitat;

We are proposing an extensive re-vegetation plan for all of the open space tracts. See the Water Quality Resource Area Overlay narrative and the re-vegetation plan by the Wetland Scientist, Jay Lorenz, included with the original PUD submittal dated March 15, 2000.

The reduction in transition area will be mitigated onsite and therefore no reduction in wildlife habitat will take place. This condition is met.

ANALYSIS AND FINDINGS

The applicant has proposed a 25-lot subdivision for tax lot 2800 on tax map 3S-2E-7A and named Leland Run. All County Surveyors and Planners, Inc. submitted preliminary utility and site plans dated March 15, 2000, which shows access to the site from Leland Road and connecting to the approved Silverfox Subdivision to the southeast.

The applicant proposes to create 28 dwelling units for 25-lots on the 6.4 acre site. The site is comprised of 16 single family detached lots, 3 duplex lots and 6 attached house lots.

The development of Leland Run is dependent on the construction and extension of utilities and access from two approved, but not constructed subdivisions; Blackhawk located to the northeast and Silverfox located to the southeast.

Blackhawk was approved December 4, 1999; City file TP99-07. Silverfox was approved May 4, 2000; City file TP99-09.

Engineering staff recommends the approval of Leland Run if the following conditions of approval are implemented:

PROVISION OF PUBLIC SERVICES:

WATER.

Currently there is no Oregon City (City) water lines serving the site. There is an existing 6-inch Clackamas River water line in Leland. The existing water service is inadequate for this subdivision.

The applicant has proposed a water system that connects to the existing 6-inch Clackamas River water and to the Silverfox subdivision. The lots on the private road are to be served by a dead-end water line.

The Leland Run development is dependent on the Silverfox water line extension from the southeast and the Blackhawks extension of the 12-inch water line in Leland Road from the northeast. Once these City lines are provided, Leland Run will have adequate water services to serve their development.

A preliminary water system plan was presented, but no pipe sizes or services were shown. The basic schematic layout appears to be workable with major changes.

Conditions:

1. The applicant shall install an oversized 12-inch waterline in Leland Road per the City's Water Master Plan. Applicant may request Water System Development Charge credit per Title

13.20 subject to approval and funds availability.

SANITARY SEWER.

Currently there is no sanitary sewer available to serve the site. Leland Run is dependent upon the extension of sanitary sewer from Blackhawk or possibly Silverfox. Silverfox will be providing a sanitary sewer manhole in the street, approximately 8-foot deep near Leland Run's southeast property line. This line will not be deep enough to serve the entire site. The applicant may coordinate with Silverfox to deepen their sewer, or wait for the sanitary sewer to be extended by Blackhawk and coordinate with them for a connection.

The best sanitary sewer route providing the deepest inverts is achieved by routing the sanitary sewer through Blackhawk. The routing of the sewer through Blackhawk will benefit both Leland Run and Silverfox. Blackhawk and Silverfox have been approved; therefore, the applicant should contact these developers in order to coordinate the utility connections.

The applicant proposes to connect to the proposed sanitary sewers extended by the Blackhawk and Silverfox developments.

A preliminary public gravity sanitary sewer plan was presented. The basic sanitary sewer schematic layout appears to be workable with changes.

Conditions:

2. Applicant must process and obtain a sanitary sewer main design approval from DEQ prior to engineering plan approval. The applicant shall provide a copy of the DEQ permit to the City.

STORM SEWER/DETENTION AND OTHER DRAINAGE FACILITIES.

This site is located in the Mud Drainage Basin as designated in the City's Drainage Master Plan. The applicant has proposed a preliminary storm drainage plan for the site. The basic schematic layout is workable, with changes. No pipe sizes were shown on the plans. The proposed detention system for the entire site discharges into the Mud Drainage Basin.

DEDICATIONS AND EASEMENTS.

The applicant has proposed to dedicate a 50-foot right-of-way for the proposed local street. Local streets require right-of-way widths of 50-feet. The applicant has also proposed a 5-foot dedication along the property fronting Leland Road. Collectors shall have a right-of-way width of 60 to 70 feet.

Conditions:

3. Public utility easements shall be dedicated to the public on the final plat in the following

locations: Ten feet along all street frontages, site boundary, and rear lot lines and five feet along all side lot lines. Easements required for the final engineering plans shall also be dedicated to the public on the final plat. The side lot line requirement can be waived once other utility locations have been identified and the need for side lot-line easements is determined by the City Engineer to be unnecessary except where identified by said utilities. Show any existing utility easements on the final plat

4. The applicant shall dedicate 50-foot wide rights-of-way for all local streets within the subdivision.
5. The applicant shall dedicate 5 feet along the property fronting Leland Road.
6. The applicant shall provide a 5-foot sign, and slope easement along the property fronting Leland Road.
7. Tracts A, B, C and D shall be privately owned and maintained.
8. The applicant shall show a non-vehicular access strip along all lots fronting Leland Road.

STREETS.

Leland Road is classified a minor arterial by the City of Oregon City and Clackamas County, which requires a minimum pavement width of 34 to 66 feet. Leland Road is under the County's jurisdiction. The applicant has proposed a limited half-street improvement for a 50-foot street along the project's site frontages with Leland Road.

The applicant is proposing a local street that connects to Silverfox and Leland Road with a 32-foot paved width. The applicant is also proposing a 19-foot wide private road to serve 6 lots. Private roads require a minimum paved width of 20-feet, curbs and sidewalks.

The applicant's preliminary design appears to be workable with modifications.

Conditions:

9. A full local and private street improvement is required for the interior streets.
10. The applicant shall provide a street stub to the adjacent southwest property.

GRADING AND EROSION CONTROL.

The Applicant has provided a preliminary rough grading and erosion control plan, but no residential lot-grading plan has been provided.

The applicant proposes to reroute an existing drainage ditch that crosses lots 1 and 2 to the northeast.

The applicant's preliminary design appears to be workable with minor changes.

TRAFFIC AND TRANSPORTATION.

The applicant has submitted a "Draft" Traffic Impact Study for this site. The Traffic Impact Study was provided by Todd E. Mobley; E.I.T., with Lancaster Engineering, and dated November 1999.

David Evans and Associates, Inc. (DEA) reviewed the Traffic Analysis. John Replinger; P.E., with DEA reviewed the Traffic Impact Study and responded to the City with a letter dated May 1, 2000.

Conditions:

11. The applicant shall provide to the City a Traffic Impact Study that is signed and stamped by a professional engineer. Additional comments and conditions may be required if the new Traffic Impact Study is revised from the draft version.

GEOTECHNICAL CONSIDERATIONS.

The applicant has submitted a Geotechnical Investigation dated November 15, 1999 for this site. The Investigation was prepared by Thomas J. Nevin; P.E. and Roger A. Paul, P.G. both with Carlson Testing, Inc.

Conditions:

12. Applicant shall comply with the Geotechnical Investigation conclusions and recommendations provided by Carlson Testing, Inc.
13. All structural fills shall be placed and tested in accordance with the City and geotechnical engineer recommendations. The Geotechnical engineer shall provide to the City a final letter certifying that all structural fills have been placed in accordance with the specifications and the geotechnical engineer's recommendations.

WATER RESOURCES.

The applicant has submitted a Wetland Delineation and Water Resource Report for this site respectively dated April 1999 and March 2000. The Wetland Delineation and Water Resource Report was provided by Jay R. Lorenz, Ph.D., with J.R. Lorenz & Associates, Inc..

The applicant is proposing to construct a local street over an existing wetland with an open bottom channel and mitigating at 150% of the wetland loss. The applicant is also proposing to relocate the existing drainage channel without mitigation.

The wetland delineation line shown on the plans does not match the wetland delineated on the wetland consultant's report and map. The wetland consultant shows wetlands located at the south corner of lot 22. The lot layout shows a 25-foot buffer in-lieu of the required 50-foot wetland buffer. The water resource buffer for the intermittent stream is 15 feet.

Conditions:

14. No work shall be done in the wetland areas and along the existing drainage swales without a permit from the Oregon Division of State Lands and the Army Corps of Engineers. The applicant shall provide the City copies of the above permits for review and approval prior to the approval of the construction plans.
15. The applicant shall delineate the water resource and wetland buffers. The water resource and wetland buffers shall be shown on the construction drawings and plat shall be the greatest of Oregon Division of State Lands, Army Corps of Engineers, or the City's.
16. The applicant shall not disturb any delineated wetlands or buffer areas on the site except the mitigated wetland area and the street crossing the wetlands. In addition, the applicant shall design and provide an adequate storm water quality system to protect the adjacent wetlands and streams. The relocated storm drainage channel shall be an enhanced meandering stream type channel with natural features.

ENGINEERING REQUIREMENTS.

17. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement.



DAVID EVANS AND ASSOCIATES, INC.

2828 SW Corbett Avenue

Portland, Oregon 97201

Tel: 503.223.6663

Fax: 503.223.2701

May 1, 2000

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

**SUBJECT: REVIEW OF TRAFFIC IMPACT STUDY
LELAND RUN PUD - PD99-02**

Dear Ms. Collins:

In response to your request, David Evans and Associates, Inc. has reviewed the Traffic Impact Analysis prepared by Tom Lancaster, PE (Lancaster Engineering) for the Leland Run PUD located along S. Leland Road between Mc Cord and Meyers Roads. The PD 99-02 development application includes the addition of 28 new homes using a combination of single family homes and duplexes. The site lies east of S. Leland Road.

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.

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. At this location, traffic operations and delays will meet the city's standards.

The applicant determined that the intersection of Leland Road with Warner-Milne Road would operate at an acceptable level of service and delay with background traffic from approved development and with traffic generated by this PUD. By year 2019, the intersection will require mitigation with or without this development. The applicant's proposed mitigation is a southbound-right turn lane. 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.

The report does not specifically account for traffic from the Trail's End Marketplace at the intersection of Meyers Road and the Cascade Highway. Kittelson & Associates' analysis of the Trail's End Marketplace accounted for residential development of residentially zoned land in the south part of the city. Since the parcel identified for the Leland Run PUD was not within the city limits at the time, Kittelson's analysis may not have accounted for it in the analysis of the intersection of Meyers Road and the Cascade Highway. The proposed Leland Run PUD would add 8 AM peak hour trips and 9 PM peak hour trips to this intersection beyond those accounted for by Kittelson.

The predicted year 2019 traffic volumes from Lancaster's TIA are lower than those cited by Kittelson & Associates for year 2000 in their September 1998 traffic impact study for Trail's End Marketplace. Lancaster and others have identified the difficulty of predicting future year traffic volumes using information from Metro because of the limitations of the current model. The discrepancy of future year traffic volumes is a cause for concern and suggests the city needs to be cautious about planning for improvements in the south part of the city.



Ms. Maggie Collins
May 1, 2000
Page 2 of 2

With additional development, such as Leland Run PUD, it becomes increasingly likely that major improvements will be needed at locations such as the intersection of Meyers Road and the Cascade Highway. The proposed PUD provides for stub street connections to the adjacent parcels to the southeast. The applicant proposes no connections to the parcels to the north or the south. Other staff should determine whether the presence of the wetlands preclude such connections.

In conclusion, I find that the applicant's traffic impact analysis meets the City's requirements, but it may understate the impacts at the intersection of Meyers Road and the Cascade Highway. The proposed development also puts additional burden on other streets and intersections including the intersection of Leland Road with Warner-Milne Road. 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 black ink, appearing to read 'John Replinger', is written over the printed name.

John Replinger, PE
Senior Transportation Engineer

JGRE:jr

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CITY OF OREGON CITY
Memorandum

TO: Joe McKinney, Interim Public Works Director

FROM: Henry Mackenroth, Public Works Engineer

DATE: April 19, 2000

SUBJECT: File Number: PD 99-02; PA99-68
Name: 19454 Leland Leland Run

1. General Comments:

All City services need to be extended to this property.

** Instead of running two dead-end H2O mains in this sub-division, connect at Leland Road and run 8" DI along the northeast side of Lot 1, down the private access (Tract A), then down the proposed public street. Eventually, this line will connect to the Fox Homes sub-division, therefore, no dead-end H2O mains!

2. Water:

Water Depart. Additional Comments No: Yes: X EHD Initial:

EXTENSION OF OFF SITE WATER LINE IN LELAND REQUIRED.

Duplex lots should have TWO H2O service lines. One for each unit.

Change 4" dead-end to a looped 8" on private access by reconnecting to Leland Road.
Add fire hydrant at end of private access road.

Clackamas Water lines in area No Yes X

Existing Line Size = 6 inch?? Clackamas River Water Line

Existing Location = Clackamas River Water to locate

Upsizing required? No Yes X Size Required 8 inch

Extension required? No Yes X 12 inch off site

From: End of Line to East in Leland Road (Haven Estates)

To: Western edge of property.

Looping Required? No Yes Future Per Fire Marshall

New line size = 12 Inch in Leland, 8 inch in subdivision

Backflow Preventor required? No X Yes

** Another alternative: (See General Comments this page)

3. San Sew:

San. Depart. Additional Comments No: X Yes: Initial: LB

No sanitary system exists in this area. Gravity line extensions from Settlers Point across 3rd party property required. Pump Stations are not acceptable.

Silver Fox or Blackhawk lines required for connection.

Industrial Pre-treatment required? No X Yes Contact Tri City Service District

4. Storm Sewer:

Storm Depart. Additional Comments No: X Yes: Initial: LB

No storm drainage system exists in this area. Gravity line extensions from Settlers Point across 3rd party property required. Line capacity requires verification.

Extension required? No Yes X

From: Outfall

To: Site

Detention Required? No Yes X

On site water resources: None Known Yes As shown

5. Dedications & Easements:

Additional right of way required? No Yes Leland

Existing Right of Way = approximately 60 feet

Total Right of Way width required? 70 feet

Recommended dedication: 5 feet

Clackamas County to recommend No Yes X

6. Streets:

Street Depart. Additional Comments No: ✓ Yes: Initial: AL

Classification:

Major Arterial Minor Arterial X

Collector Local

Jurisdiction:

City County X State

Existing Width = Approximately 24 feet

Required Width = 50 feet

Number of Traffic Lanes = 2

Center Turn Lane required? No Yes X

Bicycle Lanes required? No Yes X

Transit Street? No X Yes Line No =

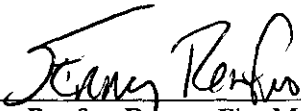
7. Traffic Problems? None Known X Yes

8. Geotech problems? None Known Yes Potential High Ground Water

1. **DEAD END ROADS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams of approved turnarounds are available from the fire district. [UFC Sec. 902.2.2.4]
2. **FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the Chief. [UFC Sec. 902.2.1]
3. **ADDITIONAL ACCESS ROADS:** Where there are 25 or more dwellings units, vehicle congestion, adverse terrain conditions or other factors as determined by the Chief of the fire department not less than two approved means of access shall be provided to the city/county roadway or access easement. Exceptions may be allowed for approved automatic sprinkler system. [UFC Sec. 902.2.1] All Dwellings
4. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (15 feet for one or two dwelling units and out buildings), and an unobstructed vertical clearance of not less than 13 feet 6 inches. [UFC. Sec 902.2.2.1] Private Access Tract A
5. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 50,000 pounds live load (gross vehicle weight). You may need to provide documentation from a registered engineer that the design will be capable of supporting such loading. Documentation from a registered engineer that the finished construction is in accordance with the approved plans or the requirements of the Fire Code may be requested. [UFC Sec. 902.2.2]
6. **BRIDGES:** Private bridges shall be designed and constructed in accordance with the state of Oregon Department of Transportation and American Association of State Highway and Transportation Officials Standards. Design load shall conform with H-S 25 or greater. The design and specifications for bridges shall be prepared by a State of Oregon registered professional engineer. A building permit shall be obtained for the construction of the bridge if required by the building official of the jurisdiction where the bridge is to be built. The design engineer shall prepare a special inspection and \ structural observation program for approval by the building official. The design engineer shall give in writing final approval of the bridge to the fire department after construction is completed. Maintenance of the bridge shall be the responsibility of the party(ies) that use(s) the bridge for access to their property(ies). The fire district may at any time, for due cause, ask that a registered engineer inspect the bridge for structural stability and soundness at the expense of the property owner(s) the bridge serves. [UFC Sec 902.2.2.5]
7. **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 25 feet and 45 feet respectively, measured from the same center point. [UFC Sec, 902.2.2.3]
8. **NO PARKING SIGNS:** Where fire apparatus roadways are not sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "NO PARKING" signs shall be installed on one or both sides of the roadways and in turnarounds as needed. [UFC Sec. 902.2.4] Signs shall read "NO PARKING - FIRE LANE - TOW AWAY ZONE, ORS 98.810 - 98.812" and shall be installed with a clear space above ground level of 7 feet. Sign shall be 12 inches wide by 18 inches high and shall have black or red letters and border on a white background. [UFC Sec. 901.4.5.(1) (2) & (3)]
9. **SINGLE FAMILY DWELLINGS AND DUPLEXES - FIRE HYDRANTS:** Fire hydrants for single family dwellings, duplexes and sub-divisions, shall be placed at each intersection. Intermediate fire hydrants are required if any portion of a structure exceeds 500 feet from a hydrant at an intersection as measured in an approved manner around the outside of the structure and along approved fire apparatus access roadways. Placement of additional fire hydrants shall be as approved by the Chief. [UFC Sec. 903.4.2.2]
10. **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway. [UFC Sec. 903.4.2.4]
11. **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access roadway that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. [UFC Sec. 901.4.3]
12. **SINGLE FAMILY DWELLINGS - REQUIRED FIRE FLOW:** The minimum available fire flow for single family dwellings and duplexes shall be 1,000 gallons per minute. If the structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to UFC Appendix Table A-111-A-1. [UFC Appendix 111-A, Sec. 5]

13. **ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION:** Approved fire apparatus access roadways and fire fighting water supplies shall be installed and operational prior to any other construction on the site or subdivision. [UFC Sec. 8704]

14. **INSPECTIONS:** Site inspection may be required.



Jerry Renfro, Deputy Fire Marshal

4-27-00
Date

Templates/road access paragraphs

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

☒ BUILDING OFFICIAL
☒ ENGINEER MANAGER
☒ FIRE CHIEF
☒ PUBLIC WORKS DIRECTOR
☐ TECHNICAL SERVICES
☐ ODOT - Sonya Kazen
☐ ODOT - Gary Hunt

TRAFFIC ENGINEERS

☒ JOHN REPLINGER @ DEA
☐ JAY TOLL

☒ CICC
☒ NEIGHBORHOOD ASSOCIATION (N.A.) CHAIR
☐ N.A. LAND USE CHAIR
☒ CLACKAMAS COUNTY - Joe Merek
☒ CLACKAMAS COUNTY - Bill Spears
☒ SCHOOL DIST 62
☐ TRI-MET
☒ GEOTECH REPORT - NANCY K.
☐ DLCD/BRENDA BERNARDS @ METRO
☒ OREGON CITY POSTMASTER
☒ PARKS

RETURN COMMENTS TO:
PLANNING PERMIT TECHNICIAN
Planning Department

COMMENTS DUE BY **MAY 2, 2000**

HEARING DATE: June 12, 2000
HEARING BODY: Staff Review: __ PC: X CC: __

IN REFERENCE TO

FILE # & TYPE:

APPLICANT:

REQUEST:

LOCATION:

PD 99-02

Dale Hult/Paul Reeder

28-residential dwelling Planned Unit Development (16 single-family detached homes, 6 single-family attached homes, and 3 duplexes)

Leland Road, between McCord and Meyers

Map 3S-2E-7A, Lot 2800

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.

2) Geotech - OK

X

The proposal does not conflict with our interests.

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

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

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

1) Recommend that ^{woody} debris and/or gravel ^{and/or corals} be strategically placed in proposed drainage channel to reduce erosion and imitate a natural drainage Swale.

2) 50-ft. wetland vegetated corridor is not maintained around wetland boundary where is mitigation for
Signed Myra J. Knausman
Title City Engineer

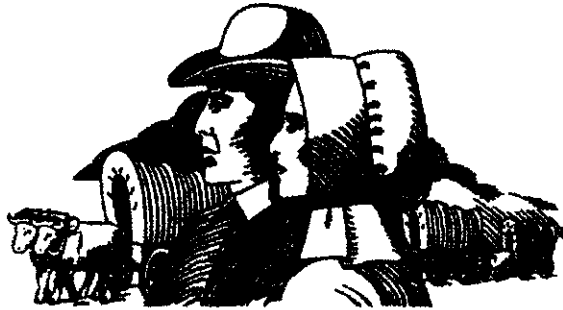
PLEASE RETURN YOUR COPY OF THE APPLICATION AND MATERIAL WITH THIS FORM.

This encroachment of Water Quality Resource Area? The proposed vegetation

H:\WRDFILES\KYENNE\PUD\9902x.doc

corridor appears to measure 30-40 feet in many places. Applicant should address mitigation for encroachment (with AIT. Analysis) or create 50-foot vegetated corridor.

EXHIBIT 6e



Oregon City Parks and Recreation

MEMORANDUM

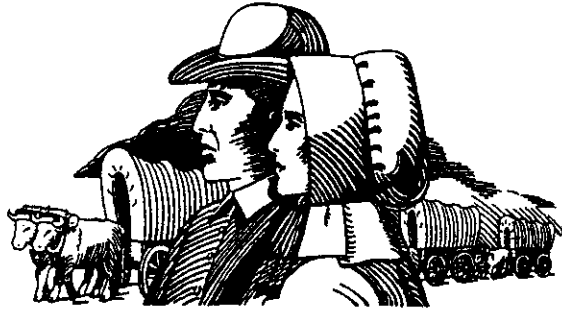
Date: 2/11/2000
To: Planning Department
From: Parks & Cemetery
RE: Leland Run Subdivision

The development of this site borders the north side of the Jessie Court park property with lots 17, 18, 19 and possibly lot 20. The Park Department recommend that the fencing of the back of the lots that border the park is of chain link design and 6 foot in height to keep in consistency with the rest of the Park properties.

Do to the overall size of the wetland area and that other developments down stream of this area will be affected by the increase in runoff are of concern. Also there needs to be some form of maintenance agreement with the developer and the city for long term maintenance of the paths and wetland areas. It is not desirable for Park property and becomes more of a storm drainage issue than a Parks issue.

2/11/2000

EXHIBIT 6f



OREGON CITY PARKS & RECREATION

Memorandum

Date: May 30, 2000
To: Barbara, Planning
From: Dee *Dee*
Subject: Leland Run Subdivision

Per our discussions regarding the Jessie Court property, which has been designated as a park, I am confirming that it is my intention to prepare an RFP for to create a Master Plan for this park sometime this summer. The Parks and Recreation Master Plan calls for this property to be developed into sports fields and perhaps a playground. As such, it is essential that good pedestrian connectivity be provided from this subdivision into the park.

EXHIBIT *69*



Clackamas
County

DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

THOMAS J. VANDERZANDEN
DIRECTOR

MEMORANDUM

TO: Oregon City Planning, Planning Permit Technician
FROM: Bill Spears, Construction and Development Review Coordinator, *BS*
Robert Hixson, Traffic Engineering *RH*
Clackamas County Department of Transportation & Development
DATE: May 2, 2000
RE: PD99-02 Leland Run PUD
3-2E-7A-TL 2800

This office has the following comments pertaining to this proposal:

1. Leland Road is a County minor arterial. The right-of-way standard for minor arterials is 70 feet plus a 5-foot wide sign, slope, utility and sidewalk easement. The applicant shall dedicate sufficient right-of-way to provide $\frac{1}{2}$ of the required right-of-way width (35 feet from the centerline of the right-of-way of Leland Road) and shall provide the 5-foot wide easement along the entire Leland Road property frontage. The dedication shall also include appropriate radii at the corners of the new street intersection with Leland Road. This amount of right-of-way should be sufficient to accommodate improvements required by the County. It appears as if the applicant has included the right-of-way dedication in the proposed plat details. The City may require additional improvements that may necessitate additional right-of-way or easement (i.e. a planter strip).
2. No individual access will be permitted to Leland Road. All proposed lots and shall be accessed from the new streets. A note to that effect shall appear on the final plat.
3. The applicant is responsible for up to a full $\frac{1}{2}$ street improvement on the Leland Road frontage. These improvements shall include, but are not necessarily limited to, the following:
 - a). Construction of standard curb, surfacing to County Standards, storm drainage facilities, 6-foot wide unobstructed sidewalk, and pavement tapers. Appropriate ADA curb ramps shall be constructed at the intersection of the new street and Leland Road. The curb shall align with other previously approved development and shall have a centerline offset of at least 25 feet. It appears as if the applicant has proposed to provide this improvement based upon preliminary plat details although it appears as if a 7-foot wide sidewalk is planned along Leland Road, narrowing to 4 feet at the tree wells. If the City has a 7-foot wide sidewalk requirement, this office has no objection to construction of an unobstructed sidewalk 7 feet in width.

However, a 4-foot wide sidewalk, at the tree wells, is too narrow and will not be acceptable to the County. An "eyebrow", at the locations of the tree wells, to provide at least a 7-foot wide unobstructed sidewalk adjacent to the tree well will be acceptable. If sidewalk is constructed adjacent to the curb, the unobstructed sidewalk width shall be in addition to the thickness of the curb. Construction of the frontage improvements for the proposed tract adjacent to Leland Road shall be included in the Street Construction and/or Encroachment Permit issued for the remainder of the improvements.

- b). The applicant shall repair and/or replace damaged sections of pavement or reconstruct portions of Leland Road in front of the subject property as deemed necessary by this office. Structural section for Leland Road improvements shall consist of 4 inches of Class "B" or Class "C" asphalt concrete placed in two 2-inch lifts, over 4-inches of 3/4"-0 aggregate leveling course, over 10-inches of 1-1/2"-0 aggregate base course, over geotextile fabric.
 - c). The street improvements are intended to accommodate a 3-lane facility plus 6-foot wide bike lanes.
- 4. Surface water runoff from the site shall be detained prior to outfalling to a system capable of accepting the runoff without causing damage to the system or to downstream properties. The applicant shall be responsible for erosion control throughout the construction process.
 - 5. Prior to issuance of the Street Construction and Encroachment permit, the right-of-way dedication and the sign, slope, utility and sidewalk easement shall be recorded.
 - 6. Prior to recording of the plat and commencement of site work the applicant shall obtain a Street Construction and/or Encroachment Permit from Clackamas County for all work within the right-of-way of Leland Road. To obtain the Permit the applicant shall submit plans prepared and stamped by an engineer registered in the State of Oregon, provide a Performance Guarantee, and pay an inspection fee. The Performance Guarantee shall be equal to 125% of the estimated cost of the required improvements to Leland Road. The inspection fee is 4% of the estimated cost of the required improvements to Leland Road.
 - 7. Prior to commencement of any work, including grading, and prior to issuance of Building and Street Construction permits, the contractor shall:
 - a) Provide a traffic control plan for review and approval from Clackamas County's Engineering Office.
 - b) Provide a certificate of liability insurance, naming the County as additionally insured.
 - c) Obtain a separate "Street Opening Permits" for utility installations within the County right-of-way. The applicant shall obtain these permits from the

Engineering office prior to the issuance of a Building Permit or the Street Construction and Encroachment Permit.

8. Although the applicant has provided information illustrating adjoining property the plan does not include a large property to the southwest. It appears as if this property may be impacted by wetlands that may limit the ability to extend streets. The County is not interested in another intersection with Leland Road to serve this property because of intersection spacing requirements. To insure that the property to the southwest is provided access to Leland Road by way of an internal local street system, the applicant shall provide a street stub from tax lot 2800 to tax lot 400. The street stub shall be aligned so that the southeasterly right-of-way line of the street stub is coincident with the southeasterly property line of tax lot 400. The northwesterly right-of-way line of the street stub shall be parallel to the southwesterly property line of tax lot 400. On the proposed plat, this street stub would be located across portions of lots 20 and 21.
9. The applicant shall provide adequate intersection sight distance at the intersection of the new public street with Leland Road. In addition, no plantings at maturity, retaining walls, embankments, fences or any other object shall be allowed to obstruct vehicular sight distance. Minimum sight distance, at the intersection with Leland Road, shall be 350 feet, both northeasterly and southwesterly along Leland Road, measured 15 feet back from the edge of the travel lane.
10. The submitted traffic study indicates that the study area intersections are currently operating at acceptable levels of service and will remain acceptable with the addition of traffic from other developments as well as from the proposed Leland Run subdivision. Therefore, no short-term roadway improvement mitigation is required at the study intersections.
11. Streetlights are a requirement of this development. The applicant shall make the appropriate arrangements for the installation and maintenance of streetlights and annexation into the street light district prior to issuance of a Building Permit.
12. Applicant shall submit, at time of initial paving and before occupancy, reproducible As-Built plans for all improvements showing all construction changes, added and deleted items, location of utilities, etc. A professional engineer, registered in the state of Oregon, shall stamp and sign As-Built plans. In addition, the applicant shall provide one set of AutoCAD As-Built files on a floppy disk or in DXF format to be translated into AutoCAD format.

LELAND RUN PLANNED UNIT DEVELOPMENT PD 99-02

CONDITIONS OF APPROVAL

PROVISION OF PUBLIC SERVICES:

WATER

1. The applicant shall install an oversized 12-inch waterline in Leland Road per the City's Water Master Plan. Applicant may request Water System Development Charge credit per Title 13.20 subject to approval and funds availability.

SANITARY SEWER

2. Applicant must process and obtain a sanitary sewer main design approval from DEQ prior to engineering plan approval. The applicant shall provide a copy of the DEQ permit to the City.

DEDICATIONS AND EASEMENTS

3. Public utility easements shall be dedicated to the public on the final plat in the following locations: Ten feet along all street frontages, site boundary, and rear lot lines and five feet along all side lot lines. Easements required for the final engineering plans shall also be dedicated to the public on the final plat. The side lot line requirement can be waived once other utility locations have been identified and the need for side lot-line easements is determined by the City Engineer to be unnecessary except where identified by said utilities. Show any existing utility easements on the final plat.
4. The applicant shall dedicate 50-foot wide rights-of-way for all local streets within the subdivision.
5. The applicant shall dedicate 5 feet along the property fronting Leland Road.
6. The applicant shall provide a 5-foot sign, and slope easement along the property fronting Leland Road.
7. Tracts A, B, C and D shall be privately owned and maintained.
8. The applicant shall show a non-vehicular access strip along all lots fronting Leland Road.

STREETS

9. A full local and private street improvement is required for the interior streets.
10. The applicant shall provide a street stub to the adjacent southwest property.

GEOTECHNICAL CONSIDERATIONS

11. Applicant shall comply with the Geotechnical Investigation conclusions and recommendations provided by Carlson Testing, Inc.
12. All structural fills shall be placed and tested in accordance with the City and geotechnical engineer recommendations. The geotechnical engineer shall provide to the City a final letter certifying that all structural fills have been placed in accordance with the specifications and the geotechnical engineer's recommendations.

LELAND RUN PLANNED UNIT DEVELOPMENT PD 99-02

CONDITIONS OF APPROVAL

WATER RESOURCES

13. No work shall be done in the wetland areas and along the existing drainage swales without a permit from the Oregon Division of State Lands and the Army Corps of Engineers. The applicant shall provide the City copies of the above permits for review and approval prior to the approval of the construction plans.
14. The applicant shall delineate the water resource and wetland buffers. The water resource and wetland buffers shall be shown on the construction drawings and plat shall be the greatest of Oregon Division of State Lands, Army Corps of Engineers, or the City's.
15. The applicant shall not disturb any delineated wetlands or buffer areas on the site except the mitigated wetland area and the street crossing the wetlands. In addition, the applicant shall design and provide an adequate storm water quality system to protect the adjacent wetlands and streams. The relocated storm drainage channel shall be an enhanced meandering stream type channel with natural features.

ENGINEERING REQUIREMENTS

16. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement.

SITE DESIGN LAYOUT

DENSITY

17. No more than 35 and no less than 28 residential dwelling units shall be developed on the subject property.

LOT STANDARDS

18. All residential lots shall comply with the following requirements:
 - a. Lot areas shall comply with the submitted Site Plans (Exhibits 5a and 5b, PUD 99-02 Staff Report dated June 26, 2000);
 - b. Lots width shall comply with the submitted Site Plans (Exhibits 5a and 5b, PUD 99-02 Staff Report dated June 26, 2000);
 - c. Interior side yard shall be no less than 5 feet on one side and 7 feet on another side.

WETLAND TRANSITION AREA SETBACKS

19. The wetland transition area shall be no less than 25 feet from the Mud Creek wetland boundary.

LELAND RUN PLANNED UNIT DEVELOPMENT PD 99-02

CONDITIONS OF APPROVAL

PEDESTRIAN CIRCULATION

20. The pedestrian pathway system shall be extended to the northwesterly boundary of the Jessie Court Park property.

OTHER DESIGN CONDITONS

21. A 6-foot high chain link fence shall be installed along the south boundaries of lots 19, 18, and 17.

CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD OREGON CITY, OREGON 97045
TEL 657-0891 FAX 657-7892



STAFF REPORT

Date: June 12, 2000

120 Day: 7/14/00

FILE NO.: CU 00-03

FILE TYPE: Quasi-Judicial

HEARING DATE: June 12, 2000 at 7:00 PM
City Hall Commission Chambers
320 Warner Milne Road
Oregon City, OR 97045

APPLICANT/ Daryl Seeker Larry Bennett
OWNER: 2030 N.E. Dillow Drive Oregon City Christian Church
West Inn, Oregon 97068 Oregon City, Oregon 97045

REQUEST: Conditional Use to allow for a 50,000 square foot church on the east side of South End Road. The proposed church would be constructed in Two Phases.

LOCATION: The project is located on the east side of South End Road between Glacier Street and Gentry Way. Tax Lot 100, Clackamas County Map 3-1E-1DD.

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

RECOMMENDATION: Staff recommends approval of CU 00-03 with conditions.

VICINITY MAP: See Exhibit A

BASIC FACTS

1. The property is located on the east side of South End Road between Glacier Street and Gentry Way below the South End Water Reservoir on the south half of Section 1, Township 3 South, Range 1 East of the Willamette Meridian in the Absalom Hedges No. 40. City of Oregon City, Tax Lot 100 Clackamas County Tax Map 3-1E-1 DD.
2. The subject property is zoned "R-10" Single Family Dwelling District and has a Comprehensive Plan Designation of "LR" Low Density Residential.
3. CU99-03 is a conditional use request to construct a church facility approximately 3200 square feet in size to include a day care center that would accommodate approximately 40 children. This phase would be constructed in approximately two years. The second phase of construction would expand the church to 50,000 square feet in size and the day care center from 40 to 60 children. The proposed second phase is expected to be completed approximately five years after Phase One.
4. This is an 8.74-acre property with gently rolling topography and few trees with a southwest declination of 2 to 5 degrees and a drainage swale that bisects the middle of the property and drains into the South End Basin. A new storm drain provided by the Gentry Meadows Subdivision is located in the southwest corner. Two new single family subdivisions are located on either side of the proposed development to the north and southwest. Single family subdivisions surround the project on all four sides with the exception of another church to the southwest.
5. Transmittals were sent to the Oregon City Building Official, Engineering Manager, Fire Chief, Public Works Director, Public Projects Manager Parks Department, Oregon City Traffic Engineer. The local neighborhood association Clackamas County School District 62 and Tri-Met, and Clackamas County Department of Transportation and Development.
6. Robert Hixon from the Traffic Engineering Department submitted comments in a letter dated May 9, 2000 (Exhibit G). Staff will address all comments from this agency under the appropriate review criterion and appropriate conditions of approval. A letter was also received from John and Rose Saltenberger discussing opposition to Phase Two of this development.

DECISION MAKING CRITERIA:

Municipal Code:

Section 17.08 R-10 Single-Family Dwelling District

Section 17.50 Administration and Procedures

Section 17.56 Conditional Uses

CONDITIONAL USE PERMIT ANALYSIS AND FINDINGS:

Section 17.56.050 - Conditional Use Criteria

1. **Criterion (1): *The use is listed as a conditional use in the underlying district.***
Chapter 17.08 (R-10, Single Family Dwelling District) allows Conditional Uses listed under 17.56.030. Churches and Day care facilities are listed as items (F) and (E) in Chapter 17.56.030

Therefore, Staff finds that this criterion has been 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.***

Size and shape: This is an 8.74 acre rectangular shaped property with a 2 to 5 percent southwest declination and a drainage swale that bisects the middle of the property and drains into the South End Basin. A new storm drain provided by the Gentry Meadows Subdivision is located in the southwest corner.

A 50,000 square foot building (1.14-acre) is proposed on a property of 8.74 acres, which would occupy 13 percent of the site. This is found to comply with the minimum coverage of 50 percent found in OCMC Ch. 17.56.40 C. The current and future parking lot for Phases One and Two would occupy approximately 51 percent of the site for a total of 64 percent.

South End Road is a new transit street and is served by Tri-Met Routes 32 and 79. There is a conflict between setback requirements of 20 feet found in OCMC 17.62.080.C5 (Special Development Standards along Transit Streets) and the required 30 foot setback found in under OCMC Ch. 17.56.040.C (Criteria and standards for churches and other religious facilities).

The transit street setback language may allow the review authority to waive this requirement where existing development or topography makes compliance with this standard impractical. This standard may only be waived if the applicant provides an alternative means to comply with the purpose of the section to the extent practical.

While there may be language to allow for a setback increase, it is incumbent upon the applicant to present a sound argument and some alternative transit oriented features to the design to convince the review authority to allow this setback increase.

The Planning Commission may allow for the 30-foot setback requirement outlined in OCMC Ch17.56.040C; impose the 20-foot setback requirement provided in OCMC Ch17.62.080.5; or establish a different setback with extra conditions. Regardless of what choice the Planning Commission makes for the front yard setback allowance, the applicant will need to re-design the project to

maintain other applicable building and pedestrian standards required for transit oriented uses.

These design elements include but are not limited to the following:

- Redesign of the driveway to reduce the potential for traffic queuing. (See Traffic section in Criterion 3).
- Include stamped colored concrete crosswalks intersecting with all circulation and access ways.
- All buildings shall have at least one main building entrance oriented towards the Transit Street.
- Main building entrances shall be well lighted and visible from the transit street. Minimum lighting levels shall be four foot-candles.
- Darkly tinted windows or reflective windows are prohibited as ground floor windows along street facades.
- Buildings shall include changes in relief on fifteen percent of their street facades such as cornice bases, windows, fluted masonry or other treatments for pedestrian interest and scale.
- The twenty-foot maximum setback shall contain no off street parking. However, vehicular circulation lanes are permitted if there is no practicable alternative and if crossing walkways are designed to ensure safety for pedestrians.

The applicant can meet a setback standard by submitting a revised project design for subsequent Design Review and approval that is in compliance with these transit oriented standards.

Staff also finds that the property exceeds the size, width and depth standards for the R-10 zoning district and special conditional use provisions for churches found in OCMC 17.56.40C, and that the proposed building and parking lot are proportional for the proposed use in terms of height and overall lot coverage. There is currently adequate parking for the Phase One proposal; however, further review under a conditional use proceeding is required for the Construction of Phase Two.

With incorporation of appropriate Special Development Standards Along Transit Streets found in OCMC Ch 17.62.080, Staff finds that the size and shape of the property are adequate for Phase One of the proposed use.

Topography and Natural Features: This is an 8.74 acre rectangular shaped property with a 3 to 5 percent southwest declination and a drainage swale that bisects the middle of the property and drains into the South End Basin. A drainage basin provided by the Gentry Meadows subdivision is at the terminus of the swale and a detention facility would be constructed as a part of this project to accommodate the additional storm water runoff generated from this project.

There are no particular limitations on impervious surface. However, a minimum amount of these surfaces are encouraged. Activities, which create more than 2000 square feet of impervious surface, are required to follow Oregon City Storm

Water Management Standards and the provisions of OCMC Ch. 13.12 apply. In order to follow applicable storm water standards, the applicant intends to allow the existing drainage swale to remain open and enhance this drainage system with landscaping and native vegetation to improve the quality of water leaving this site.

Staff finds that the construction of Phase One of this facility would not affect the topography and natural features of this property.

Available improvements: The proposed detention facility will require a combination of berming and excavation in the southwest corner to provide adequate depth and storm water capacity for Phase One and Phase Two of this development. The applicant states that a depth no greater than four feet would be required. Staff has determined that this would be acceptable for this facility.

The applicant further states that a sanitary sewer stub has been provided in the southeast corner of the site at the end of Paulsen Drive. A gravity line is also located in South End Road. There is an eight-inch water main in South End Road along the entire frontage and also an eight-inch water main line that has been stubbed along the southeast corner of the site on Paulsen Drive. **Staff finds that the necessary facilities can, or will be made available, for Phase One and Phase Two of this development.**

Location: The site is located on the east side of South End Road below the Hilltop Reservoir approximately 1000 feet from the intersection of South End Road and Warner Parrot. The proposed entrance of this facility would also be located approximately 1,000 feet away from the entrance of the Oregon City Community Life Church on the opposite side of South End Road. This distance exceeds the minimum 500 feet of separation required between streets intersecting a collector. The proposed main entrance is in an acceptable location. However, the proposed entrance to the north of the site must be eliminated to reduce the number of access points on a main arterial. (See traffic comments below) **Staff finds that the location of the church is suitable and would not affect other sites.**

Staff finds that the characteristics of the site are suitable for Phase One of the proposed use considering size, shape, location, topography, existence of improvements and natural features.

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.***

Traffic: The development site is served by Tri-Met routes 32 and 79 which both pass the site on South End Road. Route 32 offers service between Oregon City and the Milwaukie Transit Center with limited connections to Downtown

Portland. Busses arrive approximately every hour. Route 79 offers service between Canby and Clackamas Town Center on the same hourly schedule.

A summary of trip generation calculations is shown in the following table:

Trip Generation Summary Oregon City Christian Church

	Entering Trips	Exiting Trips	Total Trips
<i>Phase One</i>			
<i>3200 sq. ft. / 40</i>			
<i>Student Daycare</i>			
AM Peak Hour	32	23	55
PM Peak Hour	27	28	55
Sunday Peak Hr.	155	149	304
<i>Phase Two</i>			
<i>50,000 sq. ft. /60</i>			
<i>Student Daycare</i>			
AM Peak Hour	49	36	85
PM Peak Hour	42	43	85
Sunday Peak Hr.	242	233	475

In a letter dated May 26, 2000 (Exhibit E) The City's Traffic Engineer states that the applicant has adequately addressed traffic conditions for the proposed development. The applicant analyzed the existing conditions and accounted for in-process traffic from approved development and site-generated traffic.

The City's Traffic Engineer concurs with the submitted traffic analysis that key intersections are currently operating at acceptable levels of service and that the intersections will degrade due to the combination of other proposed developments in addition to the church. The church should be responsible for their proportionate share of traffic upgrades for these intersections through a City LID process when the South End area reaches full build-out.

The Traffic Engineer summarized the following traffic issues outlined in the Traffic Impact Analysis:

- The intersection of South End Road /Lawton Road /Warner – Parrot Road will soon be at capacity and volumes will warrant the installation of a traffic signal.
- Traffic volumes on South End Road at Partlow Road /Lafayette Road are, or will soon be sufficient, to warrant installation of a left turn storage lane on southbound South End Road.

- Traffic volumes at the intersection of South End Road with Partlow Road Lafayette Road intersection will eventually warrant installation of a traffic signal.
- 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 Traffic Engineer is in agreement with the submitted traffic report that indicates the need for a left turn storage lane on South End Road at Partlow Road/Lafayette Avenue with current traffic plus that of previously approved developments.

The Traffic Engineer also is in agreement that a left turn lane is needed at the principal entrance of the church and is also in concurrence with the following Clackamas County Recommendations (See Exhibit G):

- Provision of full street improvements along the frontage of South End Road
- Elimination of the secondary access point on the north end of the site (south of Glacier Street).
- Regulation of street trees and other curbside vegetation height to maintain site-distance.
- Submittal of an encroachment permit and a traffic control plan.

In addition, the Oregon City Traffic Engineer has identified a need to redesign the entrance in order to facilitate circulation. The combination of driveways, drop off locations and access roads could cause traffic queues to spill back on to South End Road. In order to meet this criterion, the applicant shall submit an alternative design when considering the County's and the City of Oregon City's requirement for a single driveway and other traffic improvements.

Parking Requirements: The applicant has not provided the proposed number of sanctuary seats for the construction of this facility because there is no sanctuary proposed at this time. There are 190 parking spaces provided for Phase One. This allows for a capacity limitation of 760 seats, based on the seating capacity of a sanctuary allowance of one parking space per four seats.

The applicant states that there would be no sanctuary for this first phase and that worship would be held in the multi-purpose room. This room has a floor area of 6,552 square feet. Since the Oregon City Municipal code does not provide for parking limitations for multi-purpose rooms. The applicant calculated the number of allowed parking spaces by Uniform Building Code's Calculation for multi-purpose rooms of 15 square feet per occupant.

Dividing this area by 15 square feet per occupant (UBC Table 10-A) results in a worship occupancy of 437. Dividing this number by 4 seats per car results in

required parking for 110 cars. Phase One allows for enough parking for 190 cars or 80 additional spaces.

Sanitary Sewer, The applicant states that a Sanitary Sewer stub has been provided in the southeast corner of the site at the end of the street stub of Paulsen Drive. A gravity line is also located in South End Road. There is an eight-inch water main in South End Road along the entire frontage and also an eight-inch line that has been stubbed along the southeast corner of the site on Paulsen Drive.

Storm Drainage: A drainage basin provided by the Gentry Meadows subdivision is at the terminus of the swale and a detention facility would be constructed as a part of this project to accommodate the additional storm water runoff generated from this project. This detention facility and drainage swale would be enhanced with native vegetation to provide a bio swale and would be a focal point in the landscape plan for this site.

There are no particular limitations of impervious surface. However, a minimum amount of these surfaces are encouraged. Activities which create more than 2000 square feet of impervious surface are required to follow Oregon City Storm Water Management Standards and the provisions of OCMC Ch. 13.12 apply. In order to follow applicable storm water standards, the applicant intends to allow the existing drainage swale to remain open and enhance this drainage system with landscaping and native vegetation to improve the quality of water leaving this site.

The proposed detention facility will require a combination of berming and excavation in the southwest corner to provide adequate depth and storm water capacity for Phase One and Phase Two of this development. The applicant states that a depth no greater than four feet would be required and would be acceptable for this facility. Runoff calculations shall be provided for the final Design and Engineering Review, but are not necessary for review at this time. Final calculations will be evaluated in greater detail during the Design Review process and shall be reviewed and approved by the City Engineer and Clackamas County prior to issuance of any grading permits for this project.

Staff finds that 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.

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 proposed facilities on this site are similar to those at many park sites in terms of open space. The proposed parking will need to comply with current design review standards and provide an adequate amount of landscape islands and shade trees in order to reduce the expanse of open pavement on this site. The building has a compatible scale in relation to the size of the subject property and the Corner Stone Community Life Church built in the vicinity. This site is buffered from the neighboring residences by increased setbacks and vegetative buffer lawn areas, trees and shrubs. The buildings are proposed to be articulated and the roof

design is proposed to be similar to adjacent residences. All vehicular traffic is directed away from adjacent residences providing a beneficial resource to the local residents. No field lighting is proposed at this time. Application for any field lighting in the future would be required under a separate Conditional Use Permit.

The proposed use would not alter the character of the surrounding area; therefore this criterion has been satisfied.

5. **Criterion (5): *The proposal satisfies the goals and policies of the Oregon City Comprehensive Plan which apply to the proposed use.***

There are no specific policies or goals in the Comprehensive Plan that would relate to this request; however, the Community Facilities goal states: "to serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning and provision of adequate community facilities".

The church facility would be used to accommodate outreach programs which are currently ongoing in the community by providing group recreational activities for youth and adults.

This proposal is consistent with the Community Facilities Goal of the Comprehensive Plan.

CONCLUSION:

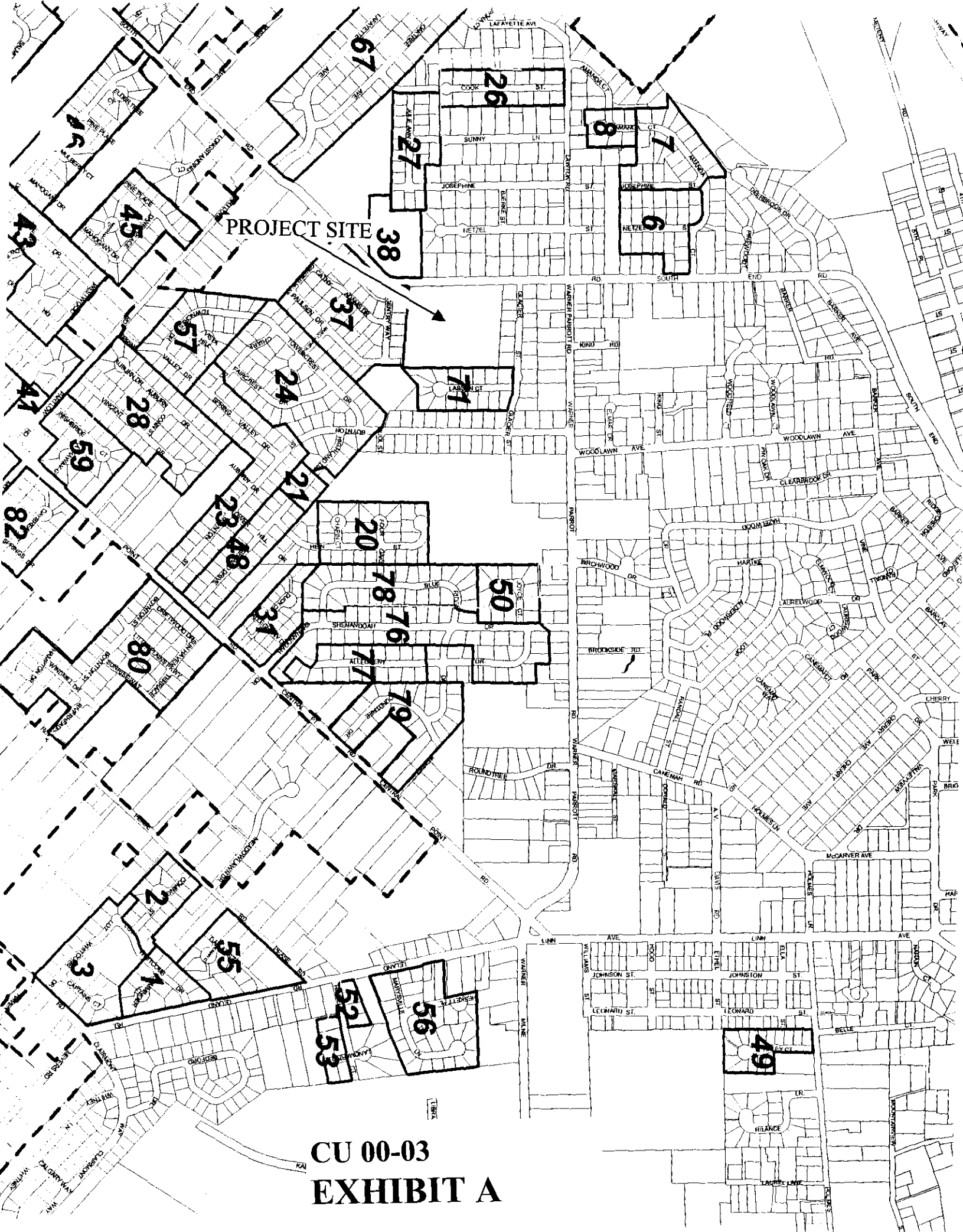
Based on the analysis and findings contained in the record there is sufficient evidence to prove that the first phase of the proposed church has satisfied the Oregon City Municipal Code Criteria for a conditional use permit.

RECOMMENDATION:

Staff recommends that the Planning Commission approve the requested Oregon City Christian Church Conditional Use Permit with the conditions listed in Exhibit H.

EXHIBITS:

- A. Vicinity Map**
- B. Applicant's Statement**
- C. Site Plan and Elevation Set**
- D. Traffic Study Lancaster Engineering**
- E. Traffic Engineer Comments**
- F. City Engineering Comments (on file)**
- G. Clackamas County Department of Transportation and Development**
- H. Conditions of Approval**
- I. Letter From Rose Saltberger**



PROJECT SITE

CU 00-03
EXHIBIT A

DARYL SIEKER

ARCHITECT

1030 N.E. Dillow Drive
West Linn, Oregon 97068

(503) 657-4399
FAX: (503) 657-4371

March 15, 2000

City of Oregon City
Community Development
Planning Department
320 Warner Milne road
Oregon City, Oregon 97045

Attn. Tom Bouillion, Associate Planner

Re: Oregon City Christian Church Phase 1, Type III-Conditional Use

Dear Mr. Bouillion:

I am pleased to present this Conditional Use submittal for review. To the best of my knowledge, all issues of the Pre-Application meeting, the Application Form, Chapter 17.56 Conditional Uses of the Zoning Code and all application fees have been addressed. It is in the best interest of all parties involved for this and all parts of the process to proceed smoothly. If, however, there is additional information or clarification required for this portion, please advise.

Best regards,



Daryl Sieker, Architect

CU 00-03
EXHIBIT B

OREGON CITY CHRISTIAN CHURCH CONDITIONAL USE SUBMITTAL REQUIREMENTS

Chapter 17.56 Conditional Uses of the Zoning Code requires specific criteria to be addressed. The following information is presented to satisfy the requirements of this chapter.

17.56.010 Permit-Authorization-Standards-Conditions

- A.1. A church is allowed as a conditional use in the underlying R10 Zone. See Section 17.08.030 of the Zoning Code.
2. The approximately 9 acre site will accommodate both the church facility and its required parking. The square shape imposes minimal constraints on development. Two roads serve the site and provide excellent access. Slopes on the site are gradual but must be considered in planning the building and required parking. An existing drainage way from northeast to southwest extends diagonally through the site. There is a new storm drain system at the southwest corner of the property installed by the adjacent developer to drain water from this site. The site is treeless except for a few trees along the north and west property lines.
3. The site is located in a rapidly developing residential area. Existing utilities are in place to adequately serve the site. The site lies along South End Road which is a minor arterial and a transit street. Access to this road and to Paulsen Drive at the southeast corner of the site provides excellent ingress and egress opportunities.
4. The large size of the site together with careful placement of both building and parking will minimize the impact on adjacent residential areas. Fencing and/or landscape screening will contribute to lessen the impact of this development as well. Church occupancy is compatible to residential areas because there are few scheduling/operational conflicts.
5. To the best of our knowledge, this development can satisfy the applicable goals and policies of the city's Comprehensive Plan.

17.56.040 Criteria and Standards for Conditional Uses

- A. No building openings which could cause glare, noise, or traffic are within 50' of residential property.

- B. The city has required an additional 5' be dedicated to the South End road right-of-way.
- C.1 The site is 380,714 square feet, well over the 10,000 square foot minimum required.
 - 2. Street frontage of 668' exceeds the 100' minimum required.
 - 3. Lot coverage is 6.8%, well under 50% for all buildings.
 - 4. Maximum building height is 31 feet, well under the 50 feet maximum. (The top of the tower is 40 feet above finished grade.)
 - 5. Property depth is 572', well over the 125' minimum.
 - 6. Because of the property size and the location of buildings, setbacks are not an issue.
- D. Not applicable.

A front yard setback conflict exists between the Zoning Code requirement of 30' minimum and Section 17.62.080.C.5 requiring a 20' maximum along a transit street. We request the 20' maximum setback be waived for a number of reasons. A perimeter fire access road around the building has been required by the Fire Department for this site. In addition, this large building complex with only a 20' setback from the front property line would be visually imposing for South End Road motorists and the residences located directly across the road from the site. There would simply be no space available for an appropriate arrival/entry area or vehicular/passenger drop-off/pick-up area. The large size of this site allows the facility to be moved back from South End Road a distance that provides a generous entry area that includes landscaping, a vehicular turn around for unloading and visitor parking. The increased setback also allows space for the fire access road, removes the imposition for motorists and residential neighbors, and will provide a complimentary connection between South End Road and the church facility.

At the northwest corner of the property, we propose a right turn only vehicular exit onto South End Road. This additional exit provides a more direct and convenient departure from the parking area for vehicles heading northward into Oregon City. Direction would be controlled by pavement/curb design and a recessed tire spike unit restricting vehicle entry from South End Road.

To prevent the perimeter fire lane becoming a 'shortcut' through the property, a barrier at the southeast entrance is proposed. This will consist of a gate that will be locked during the week and unlocked on Sundays. The Fire Department will be supplied a key for emergency use only. This entry/exit will be a convenience to those members located southeast of the property.

Development of the Gentry Meadows subdivision, to the south of the proposed church site, provided a storm drain connection point for the site. The site includes a shallow swale that bisects the property, at the low point of which lies the storm drain connection. This shallow swale does not have incised bottom or other indicators of an intermittent stream or wetland. Storm water from building roofs and paving will be collected, treated and directed into the natural drainage swale. This swale is to be enhanced with landscaping elements to become a major feature of this development.

For storm detention and water quality we envision a storm detention pond in the southwest corner of the site draining to the storm drainage system constructed as part of Gentry Meadows subdivision. This storm drain detention pond would likely require a combination of berming and excavation in the southwest corner area to provide adequate detention for the fully developed site. Water quality features could be handled in conjunction with and in addition to the storm detention facility. Enhancing the existing swale with landscaping will help improve the water quality aspect and additional measures could be taken to enhance the water quality aspect of the natural swale further.

The perimeter fire lane will require elevating at the southwest corner to be above the detention pond overflow elevation. We do not envision that the maximum detention pond depth would need to exceed 4 feet. To meet, in part, the Oregon City's Water Quality Standards, in all likelihood a minimum 6 inch permanent pool of water will likely be required in at least a portion of the detention pond facility.

As for other utilities, a sanitary sewer stub has been provide in the southeast corner of the site at the end of the street stub of Paulsen Drive. The depth of this sanitary sewer lateral is approximately 7 feet below the street surface. In addition, the beginning of the gravity main along South End Road begins along the church frontage. The most northerly of 2 manholes along the church frontage could likely be connected to for the sanitary service connection. The sanitary invert depth as this manhole is approximately 10 1/2 feet deep. In regards to water mains, there is presently an 8 inch main in South End Road along the entire frontage, and also an 8 inch main has been stubbed to the southeast corner of the site on Paulsen Drive.

A 5' dedication to the South End Road right-of-way is required along the west property line. In addition, half-street improvements including pavement, gutter, curb, sidewalk, street trees and street lighting along the east side of South End Road is to be provided.

Parking requirements for church facilities are calculated from the seating capacity of the sanctuary. Phase 1 has no sanctuary. However, worship will be held in the Multi-Purpose Room. The floor area of this space is 6,552 square feet. Dividing this area by 15 square feet per occupant (U.B.C. Table 10-A) results in an occupancy of 437. Dividing this number by 4 seats per car results in required parking for 110 cars. Phase 1 provides parking for 190 cars.



DAVID EVANS AND ASSOCIATES, INC.

May 26, 2000

2828 SW Corbett Avenue

Portland, Oregon 97201

Tel: 503.223.6663

Fax: 503.223.2701

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

**SUBJECT: REVIEW OF TRAFFIC IMPACT STUDY
OREGON CITY CHRISTIAN CHURCH – CU00-03**

Dear Mr. Espe:

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 Oregon City Christian Church located adjacent to South End Road between the intersections of Warner-Parrott and S. Partlow Roads. The proposal is a two-phase development. The first would be a 32,000 square foot building; the second would expand it to 50,000 square feet. A day care operation is part of the proposed use.

The applicant has adequately addressed traffic conditions for the proposed development. The applicant analyzed the existing conditions and accounted for in-process traffic from approved developments and the site-generated traffic. I find the report uses reasonable assumptions for distribution of traffic and for trip generation. The applicant analyzed the AM peak, PM peak, and Sunday operations.

As indicated in the TIS, considerable development has been approved in the area. I agree with the applicant's conclusions that the key intersections are currently operating at acceptable levels of service. According to the TIS, some of these intersections will degrade due to the combination of traffic from other proposed developments and the construction of the church. The analysis confirms that the Sunday operations will have an acceptable level of service.

This TIS and previous traffic analyses performed for residential developments in the south part of Oregon City confirm that key intersections will soon experience degradation in the level of service during peak hours. This TIS indicates that the intersection of South End Road/Lawton Road/Warner-Parrott Road will operate at level of service "E" (an unacceptable amount of delay) during both the AM and PM peak hours prior to year 2007. Other analyses have predicted that poor level of service prior to that date. The difference in dates is dependant upon the rate of growth in the southern part of the community and the natural variability of daily traffic counts upon which the analyses are based.

As identified in the report, there are aspects of the transportation system that are in need of short-term resolution:

**CU 00-03
EXHIBIT E**



DAVID EVANS AND ASSOCIATES, INC.

Mr. Paul Espe
May 26, 2000
Page 2 of 3

- The intersection of South End Road/Lawton Road/Warner-Parrott Road will soon be at capacity and volumes will warrant installation of a traffic signal.
- 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.
- Traffic volumes at the intersection of South End Road with Partlow Road/Lafayette Avenue will eventually warrant installation of a traffic signal.
- 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 report indicates that the installation of a left turn storage lane on South End Road at Partlow Road/Lafayette Avenue is needed with current traffic plus that of previously approved developments. I concur with this conclusion and find that it has been raised in previous reviews.

The report notes that warrants for a left turn lane are marginally satisfied at the principal access to the church. I concur with the county staff's recommendation that the improvements to South End Road provide for this turn lane by providing frontage improvements along the entire length of the property. I concur with the county staff's other recommendations including the dedication of additional right-of-way, number of driveways, and the regulation of vegetation for sight distance.

As noted by county staff, the preliminary site plan proposes three access points. The narrative accompanying the application (not the TIS) proposes that the exit at the north end of the property be an exit only from the parking lot and that "Direction would be controlled by pavement/curb design and a recessed tire spike unit restricting vehicle entry from South End Road." I do not support the use of a tire spike unit and concur with the county staff's recommendation for a single driveway.

The onsite circulation as shown in the preliminary drawing seems problematic. The combination of driveways, a drop-off location and access roads could cause traffic to spill back onto South End Road. The applicant and his architect/engineer may want to reconsider this layout when they address the county's requirement for a single driveway.

The report notes that the church and a combination of other developments have created the need for improvements note above. The church should probably be required to participate in the installation of a traffic signal at the intersection of South End Road/Lawton Road/Warner-Parrott Road. It may also be appropriate for the church to participate in the improvements of South End Road including signals and turn lanes at the intersection with Partlow/Lafayette. The contribution should be in proportion to the traffic generated by all developments that contribute traffic to the needs along that facility.

EXHIBIT E



DAVID EVANS AND ASSOCIATES, INC.

Mr. Paul Espe
May 26, 2000
Page 3 of 3

In conclusion, I find that the applicant's traffic impact analysis meets the City's requirements. There should be sufficient capacity to provide an acceptable level of service in the short-term. The church will contribute traffic that will eventually cause the need for improvements along South End Road. The rapidity of developments along South End Road and the southern portion of Oregon City 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 black ink, which appears to read "John Replinger".

John Replinger, PE
Senior Transportation Engineer

JGRE:jr
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DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

THOMAS J. VANDERZANDEN
DIRECTOR

MEMORANDUM

Post-It® Fax Note	7671	Date	5-9-00	# of pages	3
To	OC Planning Dept	From	Robert Hixson		
Co./Dept	City of OC	Co.	Clackamas		
Phone #		Phone #	353-4708		
Fax #	657-7892	Fax #			

TO: Planning Permit Technician, City of Oregon City
 FROM: Traffic Engineering – Robert Hixson *Robert Hixson*
 DATE: May 9, 2000
 RE: File Number CU00-03, Oregon City Christian Church
 3-1E-1 DD TL 100

This office has the following comments pertaining to this proposal:

Facts and Findings

1. The proposal is located south of Glacier Street, north of Gentry Way and just east of South End Road. Clackamas County currently has jurisdiction of the portion of South End Road that is adjacent to the subject property. However, it is anticipated that the City of Oregon City will eventually assume responsibility for this portion of South End Road.
2. Although Clackamas County has jurisdiction of South End Road, and permits for construction work within the right-of-way must be obtained from Clackamas County, the construction will conform to Oregon City standards. All improvements shall be consistent with Oregon City standards and the current curb alignment and frontage improvements for this site shall be consistent with the improvements that have been established with the subdivision directly to the south on the easterly side of South End Road.
3. Clackamas County classifies this portion of South End Road as a minor arterial roadway. Clackamas County's Comprehensive plan directs that access to minor arterials shall be restricted if an alternative is available. The applicant is subject to the construction of frontage improvements in accordance with Clackamas County's adopted "Roadway Standards" for minor arterials and the provisions of Clackamas County Development Ordinance (Section 1007). Minor arterials have the following characteristics:
 - a). The minimum right-of-way width is 70 feet. In addition a 5-foot wide slope, utility, sidewalk, and signing easement is required.

CU00-03, O.C. Christie hurch

Page 2

May 9, 2000

- b). There are 2-3 lanes (2-travel lanes and a center turn lane).
 - c). Two 6-foot wide bike lanes.
 - d). Sidewalks having an unobstructed width of at least 6 feet.
 - e). Standard curb.
 - f). Storm drainage facilities.
 - g). Access from individual driveways is restricted.
 - h). Special structural standards.
 - i). Required minimum sight distance is 350 feet within the Urban Growth Boundary.
4. The property frontage along South End Road is developed with a gravel shoulder. A curb line has already been established to the south. South End Road along the applicant's frontage appears to be in good condition. The present right-of-way width appears to be 60 feet and there does not appear to be a 5-foot easement outside of the right-of-way.
5. The applicant has proposed 3 access points connecting to South End Road. This is not in compliance with the Clackamas County Comprehensive Plan or the Clackamas County Roadway Standards, especially relating to access spacing. One 36-foot wide access, located approximately 450 feet south of the centerline of the right-of-way of Glacier Street, will be allowed. This location is directly adjacent to, and south of, the existing fire hydrant on the east side of South End Road along the applicant's frontage. This location also allows for the headlights of vehicles exiting the site to be directed between the existing houses numbered 1172 South End Road and 1182 South End Road instead of directly at and into the houses.
6. The applicant is required to detain surface water prior to outfalling the water to the County's storm system if storm water is directed to South End Road. The downstream conveyance system shall be adequate to accommodate the contribution. Detention facilities and drywells shall not be permitted in the public right-of-way.

If the City of Oregon City grants approval, the following Conditions of Approval are recommended:

- 1. The applicant shall dedicate additional right-of-way along the entire site frontage adjacent to South End Road to ultimately provide a minimum one-half right-of-way width of 35 feet and provide the public with a 5-foot wide easement for utilities, signing, slope and sidewalk.
- 2. The applicant shall design and construct frontage improvements along the entire property frontage adjacent to South End Road consisting of street widening, standard curb, minimum 6-foot wide unobstructed sidewalk, one 36-foot wide driveway conforming to Drawing D600, storm drainage facilities, pavement tapers, and street lighting. The improvements shall have the same centerline offset as the

existing subdivision to the south. The sidewalk width is in addition to the thickness of the curb and shall be unobstructed by utility poles, pedestals, mail boxes, fire hydrants, and signs. Included will be ADA ramps.

3. The applicant will only be permitted one access to South End Road and it shall be located approximately 450 feet south of the centerline of the right-of-way of Glacier Street. This location is more particularly described as the 36 feet of frontage, beginning approximately 3 feet south of the existing fire hydrant and extending 36 feet to the south. The fire hydrant is located on the east side of South End Road, along the applicant's frontage.
4. The applicant shall provide adequate intersection sight distance at the driveway intersection with South End Road. In addition, no plantings at maturity, retaining walls, embankments, fences or any other object shall be allowed to obstruct vehicular sight distance. Minimum sight distance, at the driveway intersection with South End Road, shall be 350 feet, both northerly and southerly along South End Road, measured 15 feet back from the edge of the travel lane. (Roadway Standards Table 2-9)
5. The applicant shall install and maintain a "STOP" sign, behind the sidewalk, at the driveway intersection with South End Road.
6. Prior to commencement of site work the applicant shall obtain a Street Construction and/or Encroachment Permit for the required frontage and drainage improvements. To obtain the permit the applicant shall submit plans prepared and stamped by an engineer registered in the State of Oregon, provide a Performance Guarantee, and pay an Inspection Fee. The Performance Guarantee is 125% of the estimated cost of the required frontage improvements. The Inspection Fee is 4% of the estimated cost of the required frontage and storm drainage improvements.
7. All existing and proposed easements and right-of-way dedications shall be shown on the final plans. New right-of-way dedications and easements shall be recorded prior to issuance of certificate of occupancy.
8. The applicant shall submit, at time of initial paving and before occupancy, reproducible as built plans for all improvements showing all construction changes, added and deleted items, location of utilities, etc. A professional engineer shall stamp as built plans. In addition, provide one set of AutoCAD as built files on a floppy disk or in DXF format to be translated into AutoCAD format.
9. Prior to commencement of any work, including grading, and prior to issuance of a Street Construction and Encroachment permit, the contractor shall:
 - a) Provide a traffic control plan for review and approval from Clackamas County's Engineering Office.

CU00-03, O.C. Christian Church

Page 4

May 9, 2000

- b) Provide a certificate of liability insurance, naming the County as additionally insured.
- c) Obtain separate "Street Opening Permits" for utility installations within the County right-of-way. The applicant shall obtain these permits from the Engineering office prior to the issuance of the Street Construction and Encroachment Permit.

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EN2000-311

CU00-03
Conditions of Approval
Exhibit H

1. The approved Conditional Use Permit is limited to church services on Sundays and daycare use. A subsequent Conditional Use Permit shall be filed and approved by the City of Oregon City prior to the construction of Phase Two.
2. Site Plan and Design Review in accordance with OCMC 17.62 shall be submitted and reviewed. A lighting plan shall be submitted. Outdoor lighting shall be provided in a manner that enhances security and avoids adverse impacts on surrounding properties. Glare shall not cause illumination on other properties in excess of a measurement of .05 foot-candles. The applicant shall revise the proposed plan to comply with all applicable Special Development Standards Along Transit Streets under OCMC 17.62.080.
3. The applicant shall be permitted only one access to South End Road and it shall be located approximately 450 feet south of the center line of the right-of-way of Glacier Street. The access driveway proposed for the north of the site shall be eliminated.
4. Pedestrian and bicycle access-ways shall be provided as appropriate and in accordance with standards in Chapter 12.24. The applicant shall provide raised and stamped concrete surfaces for all pedestrian access ways that cross the front entrance and other high traffic areas.
5. The applicant shall install and maintain a Stop sign behind the sidewalk at the driveway intersection with South End Road.
6. Access and facilities for physically handicapped people shall be incorporated into the site and building design standards consistent with applicable federal and state requirements with particular attention to providing continuous uninterrupted access routes.
7. A 5-foot right-of-way dedication is required along South End Road.
8. Storm Drainage system shall be sized in accordance with the City Master Drainage Plan.
9. Sanitary sewer is available south of the intersection of South End and Warner Parrot Road (within 300 feet of this site). The applicant has the option of hooking up to sewer the stub-out on Paulson Drive or may connect to the gravity line in South End Road.

10. Final storm water detention calculations shall be reviewed and approved by the City Engineer and Clackamas County prior to issuance of any grading permits for this project.
11. The driveway shall meet commercial driveway entrance standards with the sidewalk crossing the entrance.
12. South End Road shall fully improved as a half-street improvement in accordance with Oregon City Standards. All improvements shall be consistent with Oregon City standards that the proposed curb alignment and frontage improvements align with the improvements of the subdivision directly to the south.
13. The applicant shall follow all applicable County requirements submitted in the memorandum dated May 9, 2000 and attached as Exhibit G.
14. 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.

Paul Espe
Oregon City Planning Commission
Oregon City Hall
320 Warner-Milne Road
Oregon City OR 97045

File Number: CU 00-03

Dear Planning Commission:

We are homeowners on Lassen Court in Oregon City and are writing to express our concerns about planned development near our home by Oregon City Christian Church. During a recent South End Neighborhood Association meeting, church representatives unveiled a plan to begin development of a vacant lot owned by the church near South End Road. Construction of several church buildings and adjacent parking will gradually be implemented in two phases. The final project is expected to culminate with total development of the entire vacant lot into church buildings and automobile parking.

We wish to make it known that we oppose the final phase of the church's development plan. We are not disturbed by the smaller initial phase of the church's plan but the second phase is troubling. According to church spokesmen, the last phase will include several large central church structures and automobile parking for approximately 400 cars. Growth of any facility to this size is unacceptable. We feel 400 automobiles converging on our neighborhood for weekend worship services will place a strain on the peacefulness and quiet character of this neighborhood. Traffic patterns will be altered for the worse and local homeowners subjected to noise and congestion that are out of character with the rural nature of this area.

Please keep our concerns in mind and allow only limited construction by the church in the vacant lot.

Sincerely

John F. Saltenberger
Rose M. Saltenberger

John and Rose Saltenberger
18782 Lassen Court
Oregon City, OR 97045

EXHIBIT I