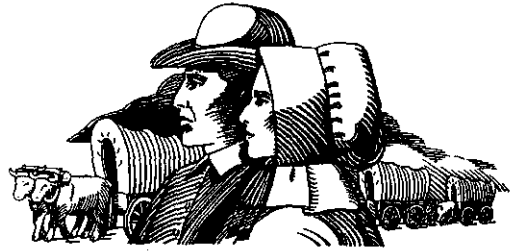


CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



AGENDA

City Commission Chambers - City Hall

March 13, 2000 at 7:00 P.M.

PLANNING COMMISSION MEETING

- 7:00 p.m. 1. **CALL TO ORDER**
- 7:05 p.m. 2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA**
- 7:10 p.m. 3. **APPROVAL OF MINUTES:** February 28, 2000

PUBLIC HEARINGS

- 7:15 p.m. 4. **PZ 99-04 / ZC 99-16** Harlan E. Levy and Division Street Properties II, LLC;
Comprehensive Plan Amendment from "Low Density Residential" to "Limited
Commercial" and Zone Change from "R-6" Single Family Dwelling District to "LO"
Limited Office District; 1809 15th St; Clackamas County Map 2S-2E-32AB Tax Lot
2400
- 8:00 p.m. 5. **OLD BUSINESS**
- A. **L 00-01 Parking Lot Landscaping Standards**
 - B. **Urban Renewal Agency Project Update** (*Material to be Sent Separately*)
- 8:20 p.m. 6. **NEW BUSINESS**
- A. **Staff Communications to the Commission**
 - B. **Comments by Commissioners**
- 8:30 p.m. 7. **ADJOURN**

ORIGINAL

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
February 28, 2000**

COMMISSIONERS PRESENT

Chairperson Hewitt
Commissioner Olson
Commissioner Orzen
Commissioner Surratt
Commissioner Vergun

STAFF PRESENT

Maggie Collins, Planning Manager
Barbara Shields, Senior Planner
Nancy Kraushaar, Public Projects Manager

COMMISSIONERS ABSENT

Commissioner Carter

ORIGINAL

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: February 14, 2000 and February 16, 2000

Commissioner Surratt stated that she did not agree completely with the minutes of February 14th, but that the minutes of February 16th correct concerns of hers in the February 14th minutes.

Commissioner Olson moved to accept the minutes of February 14th and 16th.
Commissioner Surratt seconded.

Ayes: Surratt, Olson, Hewitt; Nays: None; Abstain: Vergun, Olson.

4. WORKSESSION

A. Urban Renewal Agency Project Update

Nancy Kraushaar reviewed the history of the Urban Renewal Plans. The largest changes are the way the projects are listed. There are now project categories, as shown in Table 3 in the Downtown Plan and Table 5 in the Hilltop Plan. Cost estimates are now also required for each project and are stated in the tables. Each project fits within one of

the project categories. For the Hilltop Plan, there is no project category for parks as in the Downtown Plan. She also reviewed the plan changes for the acquisition procedures.

Chairperson Hewitt asked, in regard to the land acquisitions, whether all the property owners have been notified. He had received the County Assessor's records and noticed that some of the properties are owned by the City or the Development Agency while others appear to be private land owners. **Nancy Kraushaar** replied that the property owners have not yet been notified, but will be for the City Commission public hearing process.

Chairperson Hewitt stated that he had trouble finding some of the tax lots. Has the list been updated? **Nancy Kraushaar** replied that this was a good point. They need to make sure that the list is current. She stated that most of the lots in the Downtown Plan have been acquired by the City. She also stated that another change area is the dates of indebtedness.

Chairperson Hewitt asked **Nancy Kraushaar** to give an overview of the Urban Renewal Plan, why it is necessary and what is the goal. **Nancy Kraushaar** stated that in the past the City had found some stagnant and blighted areas needed attention. The City therefore developed the Urban Renewal Agency Districts to take in tax dollars to help boost economic development in those areas. She reviewed the "objectives" found on pages 1 and 2 of the Urban Renewal Plan. She gave the example in the Red Soils area where the City had acted as a developer to build a campus industrial subdivision. It has been quite successful and has increased the tax base significantly. After Ballot Measure 50 passed, the City established maximum indebtedness caps for both Urban Renewal Districts.

Commissioner Vergun asked for clarification of the tables in the Plan. **Nancy Kraushaar** replied that the tables meet the statutory requirement for Urban Renewal Districts. Cost estimates are required for listed projects. The Urban Renewal Agency has not clearly determined which projects they will take on downtown. Staff reviewed old project lists with a cost estimate cap of 24 million dollars and tried to apply that 24 million dollars to projects in the new project categories. They tried to split the money among the projects.

Commissioner Vergun asked how much this "best guess" estimate of the money required for projects will lock them into any type of action. **Nancy Kraushaar** replied that the cost estimate does not lock them in at all. The footnote that states that the numbers are estimates should be bolded. The Urban Renewal Agency is also concerned with having flexibility with the tables as well.

Chairperson Hewitt asked, in regard to the Beavercreek Road and Highway 213 intersection, if the estimate of \$2.5 million is matching funds with the State. **Nancy Kraushaar** replied that it is matching funds with the federal government. That project is

composed of money administered by Metro. The City had applied for the money last year and got it. The federal match is \$3 million of which the County has committed half a million dollars. With the City's contribution there is a total of \$6 million for that intersection.

Chairperson Hewitt asked if the state is contributing money to the intersection as well. **Nancy Kraushaar** replied that the State is aware of the intersection but is not contributing any money to this project. The State is simply another layer in the system and is administering the Federal money. **Chairperson Hewitt** stated that the only jurisdiction that has put anything together for that intersection is Oregon City and that they need to take credit for that. **Nancy Kraushaar** replied that he is correct.

Nancy Kraushaar stated that the \$6 million will cover the widening for the left turn lanes. **Chairperson Hewitt** asked where the "Beavercreek Road Improvements" project will be. **Nancy Kraushaar** replied that it is between Burger King and the 213 intersection improvements. There are no matching funds for this project. Because there were limited funds available, Oregon City had determined to only try funds for the Beavercreek and Highway 213 Intersection. Part of the condition to obtain the money for the intersection is to look at the culvert that crosses under 213 and see if there is a way to improve fish passage. As a result, there may be an expensive culvert project or a small bridge required. These additional requirements add up quickly.

Chairperson Hewitt asked if the extent of the Intersection improvements will be widening the road, improving the culvert and re-striping. **Nancy Kraushaar** replied that they will also need new signals and perhaps raised medians for safer pedestrian crossing and more landscaping.

Chairperson Hewitt stated that it should be clear that the \$6 million will not be going to a cloverleaf. **Nancy Kraushaar** agreed and stated that a cloverleaf would be closer to a \$18 million project.

Nancy Kraushaar stated that staff is looking for the Planning Commission's review and support of the plan and a request of staff to provide a letter to the City Commission stating that they have reviewed the plan and that it is consistent with the Comprehensive Plan.

Chairperson Hewitt asked if the Planning Staff has reviewed the document and if they have determined it to be consistent with the Comprehensive Plan. **Maggie Collins** replied that the Planning Staff's review of the document will be complete in a few days.

Commissioner Surratt stated that on page 2 of 13 in the Downtown Plan, number 3 is confusing. **Commissioner Olson** stated that on-going and short-term are contradictory. **Chairperson Hewitt** suggested to word the statement as "Establish a short-term business assistance program in the Downtown area."

Commissioner Surratt suggested that on page 5 of 13, before the list of Transportation Improvements, it should state, "Transportation Improvements are planned for but not limited to:" because this is a living document. On page 6 of 13, "Open Space" has been added to the title, but not in the language following. In the second paragraph the words "Open Space" should be added in three places to read, "Parks, Open Space, and Recreation Improvements."

Chairperson Hewitt noted that "but not limited to:" should also be added before the list of Parks, Open Space, and Recreation improvements. **Commissioner Vergun** stated that those words should be used as a rule for all categories.

Maggie Collins stated that a document can be so conditioned that as a result projects are not completed because document direction is not firm enough. **Nancy Kraushaar** agreed and stated that there needs to be enough specificity so that money is not spent indiscriminately.

Chairperson Hewitt stated that in other words a specific document will keep the City from spending money on pet projects, but it should be open enough for the Urban Renewal Agency to add projects if they so desire. He stated that the item will be on the agenda for the next regularly scheduled meeting. The revised document will be sent to them for their review prior to the next meeting. They will then make a decision as to whether they agree and will draw up a letter to the City Commission. **Maggie Collins** stated that staff will provide a draft letter and a revised document.

Nancy Kraushaar stated that there is no rush to get the document completed because it will not be scheduled to go before the City Commission until the second meeting in April. **Chairperson Hewitt** replied that it is important however to keep the item fresh on their minds and so the sooner they are able to see it again, the better. **Maggie Collins** stated that they will have it at the next meeting of March 13, 2000.

B. Site Design Review Standards

Maggie Collins opened the discussion stating that at the beginning of the discussion of site design review it will be useful to think in broad terms. It is one of the Planning Commission's work program elements this year. In this calendar year, it is likely that the Planning Commission will make some amendments to the existing code.

Barbara Shields then reviewed the preliminary ideas for site plan and design review. The article, exhibit number one, discusses the process for site plan review. There are basic differences between administrative and discretionary types of review. The conclusion of the article is that there is not a significant difference between the administrative and discretionary types of review. The next element for discussion is the scope of the site and design review. Frequently developers complain that small and large

projects have the same type of review. There needs to be a distinction made between "small" and "large" projects. Another important factor is to identify the use of a specific project. The Ordinance does not distinguish between complex and less complex projects. She then reviewed the municipal code chapters that contain standards for design review.

Barbara Shields stated that the staff would like thoughts from the Planning Commission as to appropriate approaches of design review. Based on the discussion, she will prepare a work program to guide the Commission's work.

Chairperson Hewitt stated that design review should not discriminate. For example commercial development is commercial development whether it be located in a commercial or an industrial zone. Secondly, "major" or "minor" development is not the same as commercial development or residential development. There should be design review on new development, not redevelopment, unless the property is completely demolished. There needs to be equal design review standards across the zoning categories.

Barbara Shields asked what should be done in the case of an existing building where there is a proposal to enlarge it over 50%. **Chairperson Hewitt** then stated that at that point, design review should be required. **Barbara Shields** asked if there would be a specific threshold that would trigger design review. **Chairperson Hewitt** replied that there should not be a threshold, unless the exterior of the building is changed.

Commissioner Vergun stated that he can understand where there may be advantages in having a separate process for smaller projects. However, bad design can impact an area whether it is small or large. The design review process is to determine if the project is appropriate and to determine whether it will fit in with the surrounding area. There will generally be the same process for all projects. The scope of the review should not change, however, there may be a way to make the process move more quickly for smaller projects.

Chairperson Hewitt stated that in design review, the larger projects will take a longer amount of time than the smaller projects. One way to diffuse the time element may be to mandate a pre-application meeting to determine whether an application is complete or incomplete. There needs to be an avenue for the Planning Manager or the Planning Manager's designee to make discretionary decisions in the design review process. Planners should be able to determine what may merit an over-the-counter design review.

All commercial development should be required to go through design review, including large parking areas, large buildings, large facade changes of over 50%, etc. Those projects that would not constitute full-blown design review should be identified in the code. All projects should be held accountable. There should be no "minor" or "major" projects. Staff should be able to decide what must undergo full-blown design review based on the Planning Commission's direction.

Barbara Shields stated that it sounds like there will be a discretionary threshold. **Chairperson Hewitt** replied that it would be the Planning Manager's decision. Therefore, the Planning Manager might act as the ultimate authority for some applicants. There needs to be more leeway than a designated specific square footage. Facades affect the community more than the interior.

Maggie Collins stated that staff should take a good look at the idea of a gradation of effort. **Commissioner Hewitt** replied that he is referring to a "prudent" decision as to what should constitute design review. **Maggie Collins** replied that both she and Commissioner Hewitt are saying the same thing. Staff receives all types of requests from small alterations to large new buildings. The current code is difficult to work with. Everything is either "minor" or "major." Staff may not be as sensitive as they should to the requests that come through the door. On the other hand, the other issue is site design review for large projects on vacant land. There may need to be new standards or a new review process to bring the new built environment to a higher level or quality.

Commissioner Surratt asked if the Downtown Community Plan addresses those issues at all. **Maggie Collins** replied that it does not. Design Review rules are in the Municipal Code.

Commissioner Surratt stated that a project downtown versus a project hilltop would be treated differently. **Chairperson Hewitt** disagreed. The historic overlay district would take care of one and as long as design review is equal across the board, he would hope that the design review standards would be identical. The parking for the downtown area may have different standards.

Commissioner Vergun stated that real world examples will help to determine what may or may not work. A survey of a wide variety of communities should be completed.

Barbara Shields asked what the differences should be between the commercial and industrial standards. **Chairperson Hewitt** replied that the only difference between commercial and industrial should be the loading dock areas standards. There is more pick-up and delivery activity at an industrial park. Commercial and industrial developments impact the community differently. The public needs to be protected from the industrial site more than the commercial site. Therefore, design review would be more stringent for the industrial development, which would also focus on the loading dock areas. There are different issues for commercial development. Staff, with their expertise, should make the decision on design review and on the impact that the development may have on adjacent properties.

Commissioner Surratt stated that she is confused about how commercial and industrial can be looked at as the same, but then apply different criteria to them. **Chairperson Hewitt** replied that they have the same standards, but are used differently because they

are different uses. **Maggie Collins** stated that design standards should be researched more. There can be a one-size fits-all approach, (basic design requirements) and then depending on the use and the specifics of the district, there would be additional requirements for the design review submittal. Staff will look at the basic design components that most communities use.

Commissioner Vergun stated that just because there may be a common component used by most communities, does not necessarily mean that it is best.

Chairperson Hewitt again stated that as in any subjective review, there must be a decision maker at the back of it that will make the final decision as to what the "basic" requirements should be.

Commissioner Surratt asked where the City currently stands with design review. **Barbara Shields** stated that according to Section 17.62, a full-blown site plan review is required for any development. It is very slow.

Chairperson Hewitt stated that he would like to know what standards seem to be appropriate and what standards seem to be missing. One example may be the 15% parking landscaping standard. There needs to be a basic criteria for development. There need to be clear standards that developers need to be held to.

Maggie Collins stated that another commercial issue to think about is whether a pedestrian friendly streetscape with buildings at a zero front setback should be encouraged or mandated. By determining what they think about that issue, staff will better understand what the Planning Commission is aiming for in the design process.

Barbara Shields stated that **Chairperson Hewitt** had referred to the difference between design review standards and criteria. The criteria is stated in Chapter 17.62. One example is the 15% landscaping requirement for parking lots. **Chairperson Hewitt** stated that all areas are held to the same criteria, however in the downtown area, they may use hanging plants or benches to replace a portion of the landscaping requirement. They are held to the same requirements so that design elements are consistently required. Another thing to look at in regard to pedestrian friendly development is that all development should have public access to the front door. Therefore, one should not have to walk through a parking lot to get to the front door unless the parking lots are somehow made pedestrian-friendly.

Barbara Shields stated that design review is a huge area to discuss and it is necessary to focus on certain elements and take one step at a time. **Chairperson Hewitt** stated that Commissioner Vergun had brought up a good point regarding what other communities are doing. Tom Bouillion had done a good job at compiling data for the parking landscaping criteria. Something similar could be done by looking at other community's

design review criteria. **Commissioner Vergun** further stated that finding out how other communities came up with the criteria would be helpful as well.

C. South Corridor Study

Maggie Collins handed out two pages of material entitled "South Corridor Transportation Alternatives Study" and "South Corridor Transportation Alternatives Study Entering Alternatives Analysis Phase." She reviewed the study segments, This is an area where the vote against light rail left an alternative study process to be completed. Metro is the lead agency. The study is not a light rail study, but rather a study of the types of alternatives to create multi-modal opportunities. The main jurisdictions involved in the study are stated on the sheet. The study will set the tone for the next 10 years for Oregon City's relationship with its neighboring communities. It is a regional connector type of review.

There are three working groups within the study. Oregon City is mainly involved in the study for the segment from Oregon City to Milwaukie. There will be continued public meetings through March and April. The main topics of the Working Group have been the options for enhanced transit and pedestrian friendliness.

The second sheet gives the background of the study. This study is not on the Planning Commission's work program, but it is something to take note of. The third study goal encourages individual solutions for each segment of the corridor. Each Planning Commissioner will be on the mailing list so that Planning Commissioners get all the information that is sent out to the public.

Commissioner Olson asked that because the light rail plan did not pass, if this proposal is automatically referred to the voters. **Maggie Collins** replied that it does not need to go to a vote. If the proposal is adopted by the Metro Council and approved by each city, it will be approved and worked into the funding cycle. As a region they can ask for Federal money as well.

Chairperson Hewitt asked if there is any other development, like the bus transit station in Oregon City, in nearby communities. **Maggie Collins** replied that the Milwaukie Transit Center is the second most used transit center in the Tri-Met district and is undergoing redevelopment at this time. When it is completed it will be a much-improved facility and will most likely cause Oregon City to look at improvements to its center as well.

Chairperson Hewitt stated that the inability for outlying areas to get to the downtown is one of the most frustrating things about the current transit system. These alternatives should be looked at in a way to implement them in strategically to benefit today's users and to not preclude future potential use of mass transit facilities.

D. File LL 00-01 Parking Standards

Maggie Collins stated that she is sitting in for Tom Bouillion for this item. At the last meeting, several corrections and fine tuning were done. The item is back for more corrections and comments and then staff will move it on as a public hearing item.

Chairperson Hewitt stated that at the last meeting there had been a debate over the size of the required minimum perimeter landscaping. It had been determined that 10 feet is too large for a small commercial lot, while five feet is too small to plant the three inch caliper tree that they had required.

Maggie Collins asked if the concern had more to do with the tree, or the size of the landscaping. **Chairperson Hewitt** replied that the issue was with a smaller business and if it were to redevelop and be required to have more than 10 parking spaces, a 10 foot width of perimeter landscaping would also be required. He stated that he does not think any of the minimum required landscaping should be wider than a five foot planting strip.

Maggie Collins stated that a minimum of five feet of landscaping is absolutely necessary for the trees. Staff suggests that a statement should be added for discretion and that "in no case shall the landscaping perimeter be less than five feet."

Chairperson Hewitt gave the example of Walgreens that has perimeter landscaping with a varying width from five feet to 20 feet. They put the landscaping where it would do the most good, but were given the flexibility to do that. They still needed to meet the same 15%.

Maggie Collins recommended to make "A" and "B" state that all perimeter landscaping have a minimum of five feet, leaving the 15% requirement mandate for overall amount of site landscaping.

Chairperson Hewitt stated that loading and unloading areas are not included within the parking lot landscaping requirements. He would like to see some language that addresses loading and unloading areas as well as trash enclosures. **Maggie Collins** stated that staff will come up with some language to that effect and will move forward in the public hearing process.

5. OLD BUSINESS

None

6. NEW BUSINESS

Maggie Collins stated that the regular meetings in March will be on the 13th and the 27th. She asked when they would like to have their monthly worksessions.

Chairperson Hewitt replied that having the worksessions on the Wednesday after the first meeting works well. The next one would then be held on Wednesday March 15th. If they consistently have the worksessions on the same night, staff could schedule joint worksessions with the City Commission if necessary.

Maggie Collins stated that if it is a regularly scheduled City Commission meeting night, any joint worksession would need to be held at 6 p.m. March 15th was selected.

Commissioner Surratt mentioned that she will be gone for a week in April, but will be able to attend both meetings.

Commissioner Olson requested that Commissioner Orzen share a little about herself.

Commissioner Orzen told of her history with Oregon City as a part of neighborhood associations, the Chamber of Commerce and other committees and areas of involvement. She stated that she had not originally intended to become involved in the City, but her roles kept progressing. She had realized that she wanted to be a part of the process instead of part of the problem. Commissioner Carter had suggested that she get involved with the Planning Commission and so now she is.

The rest of the Commissioners shared a bit of their background, how they became involved in the Planning Commission, and how long they have been on the Commission.

The meeting was adjourned.

**Gary Hewitt, Planning Commission
Chairperson**

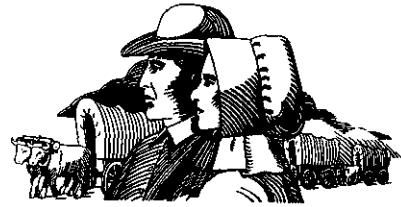
Maggie Collins, Planning Manager

CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
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STAFF REPORT

Date: March 13, 2000

Complete: 1/12/00
120-Day: N/A

FILE NO.: PZ 99-04 / ZC 99-16

HEARING DATE: March 13, 2000
7:00 p.m., City Hall
320 Warner Milne Road
Oregon City, OR 97045

APPLICANT Harlan Levy
Hibbard Caldwell & Schultz
P.O. Box 1960
Oregon City, OR 97045

OWNER: Division Street Properties II, LLC
1505 Division Street
Oregon City, OR 97045

REQUEST: 1) Comprehensive Plan Map Amendment from Low Density Residential to Limited Commercial;
2) Zone Change from "R-6" Single-Family Dwelling District to "LO" Limited Office District.

LOCATION: 1809 15th Street,
Clackamas County Map 2S-2E-32AB, Tax Lot 2400

REVIEWER: Barbara Shields, Senior Planner
Bob Cullison, Engineering Manager

RECOMMENDATION: Staff recommends approval of PZ 99-04 and ZC 99-16

ORIGINAL

CRITERIA:**Comprehensive Plan:**

Section "C" Housing

Section "D" Commerce and Industry

Section "I" Community Facilities

Section "O" Plan Maintenance and Update

Municipal Code:

Chapter 17.12 "R-6" Single-Family Dwelling District

Chapter 17.22 "LO" Limited Office District

Chapter 17.50 Administration and Procedures

SUMMARY OF ISSUES:

Scope of the Request: The purpose of this application is to facilitate expansion of the Oregon City Orthopedic Clinic. The clinic already occupies the properties abutting the subject property to the north, west, and east (Tax Map 2S-3E-32AB Tax Lots 220, 2300, and 2500, Exhibit 2). All of these tax lots are owned by the applicant and are already zoned "LO" Limited Office District and designated in the Comprehensive Plan as "Office".

The subject property is 5,000 square feet in size. The property is located just across from Willamette Falls Hospital.

The subject property contains a single-family dwelling. Until the clinic is expanded, the house located on the property will be used as offices for the physicians of the clinic.

Summary of Analysis: Given the size of the subject property and the established land use pattern in the vicinity of the site, the proposed Comprehensive Plan map amendment is a logical extension of the already established medical service.

The increase in the City's senior population, coupled with the trend towards outpatient service also requires the addition of more medical space. The objective of this request is to provide better outpatient service to medical care recipients in Oregon City.

No definite development is proposed at this time. A future site plan and design review is anticipated to expand the existing clinic. Upon application for development, the City will require the applicant to meet appropriate standards and provide necessary improvements and facilities to accommodate site development.

BASIC FACTS:

1. The subject property is approximately 5,000 square feet in area and is located at the southwest intersection of 15th Street and Division Street, at 1809 15th Street (Exhibit 1). The property is designated "Low Density Residential" on the Oregon City Comprehensive Plan Map and is zoned "R-6" Single-Family Dwelling District.
2. A single-family residence occupies the subject property. Willamette Falls Hospital is located near the subject property, on the east side of Division Street. The Oregon City Orthopedic Clinic abuts the property to the north, west, and east.

3. Transmittals on the proposal were sent to various City departments, affected agencies, property owners within 300 feet, and the Citizen Involvement Committee Council (CICC).

The City's Engineering Division (Exhibit 4a), the Traffic Engineer (Exhibit 4b), the Public Works Division Engineer (Exhibit 4c), the Building Division (Exhibit d), and the Tualatin Valley Fire & Rescue (Exhibit 4e) reviewed the proposal and provided their comments. The received comments are incorporated into the analysis and findings section below.

ANALYSIS AND FINDINGS:

A. Oregon City Comprehensive Plan, Section "O" Plan Maintenance and Update

Section "O" of the Oregon City Comprehensive Plan provides criteria for Comprehensive Plan amendments.

Criterion 1: Does the proposed change conform to State Planning Goals and local goals and policies?

The following Statewide Planning Goals are applicable to this request:

Goal 1 *Citizen Involvement*
The public hearing was advertised and noticed as prescribed by law to be heard by the Planning Commission on March 13. The public hearing will provide an opportunity for comment and testimony from interested parties.

Goal 2 *Land Use Planning*
The Oregon City Comprehensive Plan was acknowledged by the Land Conservation and Development Commission on April 16, 1982. The applicant's proposal is made under the provisions of that plan and its implementing ordinances.

Goal 9 *Economic Development*
This goal requires the City to provide for an adequate supply of commercial land to accommodate for a variety of commercial uses. City records indicate that there are approximately 13 acres of gross vacant land designated "O" Limited Office within the City of Oregon City Urban Growth Boundary.

The information provided by the applicant ("Public Need Analysis", Exhibit 3) indicates that there is no adequate supply of commercial land located in proximity to Willamette Falls Hospital that would accommodate a need for medical office facilities.

The applicant states that the population of Oregon City has grown substantially since the adoption of the Oregon City Comprehensive Plan in 1982. Along with the increase in population, the average age of Oregon City residents also increased. This fact, coupled with major changes in the

health care system, provides the basis to justify the need for more commercial office land supply in Oregon City.

Given the size of the subject property and the established land use pattern in the vicinity of the site, the proposed Comprehensive Plan map amendment is a logical extension of an already established medical service.

Goal 10 *Housing*

This goal requires the City provide for an adequate supply of land for residential uses within the Urban Growth Boundary at particular price ranges and rent levels. City records indicate that there are approximately 1400 acres of gross vacant land designated "Low Density Residential" within the City of Oregon City Urban Growth Boundary.

The proposed change involves a 5,000-square foot residential parcel. This parcel is occupied by one single-family dwelling. Removing this parcel from the residential land inventory will not significantly impact the availability of housing units in Oregon City.

Goal 11 *Public Facilities and Services*

This goal requires the City to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve development in the City.

The City Engineering Division (Exhibit 4a), the Public Works Division (Exhibit 4b), and the Building Division (Exhibit 4d) reviewed the proposal with regards to the availability of public services and facilities and utilities.

The Engineering Division indicated that since no new development is proposed, there is no need for additional facilities. The Building Division commented that the existing building would require a certificate of occupancy permit prior to establishing a commercial office use on the subject property.

Goal 12 *Transportation*

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

The applicant submitted a Traffic Impact Analysis (TIA) that was evaluated by the City's Traffic Engineer. The City's Traffic Engineer determined that the submitted TIA is limited in scope and assesses traffic impacts that would be generated by a 2000-square foot medical office (Exhibit 4b).

As previously stated in this report, the applicant has not submitted a specific site plan development application at this time. The request involves a change in the Comprehensive Plan Map from “Low Density Residential” to “Limited Commercial” with a concurrent zone change from the “R-6” Residential Dwelling District to the “LO” Limited Office District.

The range of uses allowed in the “LO” zone is limited to office uses and high density residential uses (OCMC Chapter 17.22). Given the size of the subject property and the City’s current development standards, it is unlikely that the subject 5000-square foot property could accommodate a building larger than 2,000 square feet in size.

No specific traffic facility improvements are required at this time.

The Engineering Division noted that 15th Street is classified by the City Transportation Plan as a collector. Upon future development of the subject property, bike lanes will need to be provided along 15th Street. This would restrict on-street parking within the vicinity of the subject property.

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

Criterion 2: Is there a public need to be fulfilled by the change?

The applicant submitted a detailed “Public Needs Analysis” as part of the application narrative (Exhibit 3).

In the submitted analysis the applicant points out that the increase in the City’s senior population, coupled with the trend towards outpatient service also requires the addition of more medical space. The objective of this request is to provide additional outpatient service to medical care recipients in Oregon City.

Conclusion: Based on the need analysis provided by the applicant, the proposed amendment to the Comprehensive Plan Map would fulfill the need for more medical office space in Oregon City.

Criterion 3: Is the public need best satisfied by the particular change being proposed?

The applicant states that the subject property is best suited for the proposed change because of its location within the area already established for medical office uses. The development of the subject property provides for an economy of scale for the existing medical facilities in the vicinity of the site.

Conclusion: Based on the above analysis, staff finds that the proposed change has satisfied Criterion 3.

Criterion 4: Will the change adversely affect the public health, safety, and welfare?

As previously discussed in this report, the public health, safety, and welfare would be positively affected by the proposed amendment due to the concentration of services in this area of the City.

Conclusion: Based on the above analysis, staff finds that the proposed change has satisfied Criterion 4.

Criterion 5: Does the factual information base in the Comprehensive Plan support the change?

The factual information base in the Comprehensive Plan supports the proposed amendment because it would add 5,000 square feet of limited office space to the City's inventory of "O" Limited Commercial designated property. The applicant's narrative (Exhibit 3) details the need for office space in this area, specifically the need for medical office space due to the aging population, the emphasis on outpatient services, and the proximity to the Willamette Falls Hospital.

Conclusion: Based on the above analysis, staff finds that the proposed change has satisfied Criterion 5.

B. Oregon City Municipal Code Chapter 17.68.

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

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

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

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

As discussed previously in this report, the proposed amendment will remove 5,000 square feet from the residential land inventory; but this action will not significantly impact the range of available housing types in Oregon City.

Commerce and Industry *Maintain a healthy and diversified economic community for the supply of goods, services, and employment opportunity.*

The applicant's need analysis (Exhibit 3) detailed the need for office space in this area, specifically the need for medical office space due to the aging population, the emphasis on outpatient services, and the proximity to the Willamette Falls Hospital.

The proposed zone change will contribute to a healthy and diversified economic community for the supply of medical services in Oregon City.

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

As discussed in this report, since no new development is proposed at this time, any necessary upgrades to existing public services or facilities would be considered during design review, when the property is developed. Comments submitted by the Public Works Division and the Engineering Division indicate that the development of the subject property is feasible, but it may require some upsizing of the water and storm sewer lines. A main sewer line already exists on 15th Street and would not need to be upsized.

The Building Division commented that the existing building would require a certificate of occupancy permit prior to establishing a commercial office use on the subject property.

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

An analysis and findings of compliance under this section have been discussed in this report in response to Criterion 1, Comprehensive Plan Amendment, Goal 12 *Transportation*.

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

An analysis and findings of compliance under this section have been discussed in this report in response to Criterion 1, Comprehensive Plan Amendment.

CONCLUSION AND RECOMMENDATION:

Based on the analysis and findings presented in the report, the proposed Comprehensive Plan Map Amendment from "Low Density Residential" to "Limited Commercial" with a concurrent zone change from "R-6" Single-Family Dwelling District to "LO" Limited Office District satisfies the requirements as described in the Oregon City Comprehensive Plan and the Oregon City Municipal Code.

Staff recommends the Planning Commission recommends the City Commission approve the requested Comprehensive Plan Map Amendment from "Low Density Residential" to "Limited Commercial" with a concurrent zone change from "R-6" Single-Family Dwelling District to

"LO" Limited Office District, affecting the property identified as Clackamas County Map 2S-2E-32AB, Tax Lot 204.

The approval is subject to the following conditions:

1. The existing building would require a certificate of occupancy permit prior to establishing a commercial office use on the subject property.

EXHIBITS:

1. Vicinity Map
2. Applicant's Narrative*
3. Applicant's Need Analysis*
4. Agency Comments
 - a. City Engineering Division
 - b. Traffic Engineer
 - c. Public Works Division
 - d. Building Division
 - e. Tualatin Valley & Fire Rescue
5. Site Map

* available for review at City Hall, Planning Division

PZ-9904



Schools



Hospitals



City Limits



Urban Growth Boundary

Comprehensive Plan



Low Density Residential



Office/Limited Office

MAP FOR REFERENCE PURPOSES ONLY.
The information on this map is derived from Oregon City's digital database. However, there may be map errors or omissions. Please contact Oregon City directly to verify map information. No liability for any errors will be appreciated.



Subject Property
Comprehensive Plan - LR
Zoning - R6

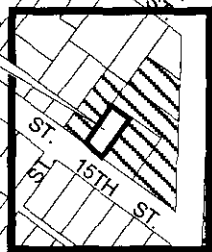


EXHIBIT 1

VICINITY MAP

OREGON CITY

99 DEC 14 PM 3:09

RECEIVED
CITY OF OREGON CITY

**APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT
AND ZONE CHANGE**

1809 15th Street, Oregon City
Tax Lot 2400, Assessor Map No. R 22E 32AB

Submitted by:

Paul D. Schultz, Harlan E. Levy
Hibbard, Caldwell & Schultz
P. O. Box 1960
Oregon City, Oregon 97045
(503) 656-5200

EXHIBIT 2

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- I. REQUEST
- II. SITE AND VICINITY INFORMATION
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- V. ZONE DISTRICT AMENDMENT
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- VI. CONCLUSIONS
- VII. EXHIBITS
 - A. Pre-Application Conference Summary and Public Works Memorandum
 - B. Transportation Impact Study by TKS Associates
 - C. Vicinity Map
 - D. Site Plans
 - E. Ordinance No. 96-1104, Commission Final Order PZ 96-08
 - F. Public Needs Analysis (separately bound)

DIVISION STREET PROPERTIES II, L.L.C.

**APPLICATION FOR COMPREHENSIVE
PLAN AMENDMENT AND ZONE CHANGE**

I. REQUEST

Applicant requests approval of a comprehensive plan amendment and zone change for its property located at 1809 15th Street, Oregon City (the "Property"). The Property is currently designated as Low-Density Residential on Oregon City's Comprehensive Plan and is zoned R-6. Applicant requests approval of the following with respect to the Property:

A. Amendment to the Oregon City Comprehensive Plan Map from Low-Density Residential to Limited Commercial; and

B. A zone change from R-6 to LO.

II. SITE AND VICINITY INFORMATION

The Property's street address is 1809 15th Street, Oregon City, Tax Lot 2400 of Assessor Map No. R 22E 32AB. The nearest intersection is located at 15th and Division Streets. The property contains one single-family residence, is flat, and has relatively little landscaping.

The Property is located near Willamette Falls Hospital and is directly adjacent to the Oregon City Orthopedic Clinic (the "Clinic"), which consists of Tax Lots 2200, 2300, and 2500. All of these other tax lots, which surround the subject Property and are owned by this Applicant, are already zoned Limited Office District, with a Comprehensive Plan designation of Office, (See

Ordinance No. 96-1104, City Commission Final Order PZ 96-08, attached as Appendix E).

III. PROPOSAL DESCRIPTION

The purpose of this application is to facilitate the eventual expansion of the Clinic. Until the Clinic is expanded, the house located on the Property will be used as private offices for the physicians of the Clinic. As stated above, the Property is surrounded on three sides by property owned by the Clinic, already zoned LO.

IV. COMPREHENSIVE PLAN AMENDMENT

A. Applicable Approval Criteria (Chapter O of the Oregon City Comprehensive Plan)

In order for the City to approve the proposed Comprehensive Plan Amendment, the Applicant must show that:

1. The proposed amendment complies with LCDC goals as well as local planning goals and policies;
2. A public need is fulfilled by the proposed amendment;
3. The public need is best satisfied by the proposed amendment;
4. Public health, safety and welfare will not be adversely affected by the proposed amendment; and
5. The factual information base contained in the Comprehensive Plan supports the proposed amendment.

B. Responses to Approval Criteria

1. The Proposed Amendment Complies with LCDC Goals as Well as Local Planning Goals and Policies.

In order for a City to amend its Comprehensive Plan, state law requires that it make findings of compliance with the Statewide Planning Goals and Guidelines contained in OAR 660-15-000.¹ Each Statewide Planning Goal and Guideline is addressed below.

a. Goal 1: Citizen Involvement.

The application process will follow the City's adopted notice procedures in both the Comprehensive Plan and Municipal Code for advertisement of the public hearing. The applicant will post the property, advertising the public hearing. The established public hearing process will be followed. Everyone will have the opportunity to participate in this process. This goal is satisfied.

b. Goal 2: Land Use Planning.

The Oregon City Comprehensive Plan complies with all requirements of Goal 2, as acknowledged on April 16, 1982. The Applicant's proposal is made under the provisions of that plan and its implementing ordinances by providing factual

¹The State-Wide Planning goals and Guidelines contained in OAR 660-15-0005 and OAR 660-15-0010 are not applicable to this proposed amendment because the Property is not located in the specific geological areas addressed by those goals, specifically the Willamette Greenway, Estuaries, or Coastal regions.

evidence and demonstrating compliance. This goal is satisfied.

c. Goal 3: Agricultural Lands.

The Property is currently a residential lot located within the City and does not contain agricultural resources. The goal of preserving agricultural lands is not applicable to this application.

d. Goal 4: Forest Lands.

The Property is currently a residential lot located within the City and does not contain forest resources. The goal of preserving forest lands is not applicable to this application.

e. Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces.

The City's Comprehensive Plan does not identify the Property as being within designated natural resource, scenic or historic areas. The property is not designated as an open space. The goal of preserving natural resources, scenic and historic areas and open spaces is not applicable to this application.

f. Goal 6: Air, Light and Land Resource Quality.

The requirement of the goal is that any future development, when combined with existing development, shall not exceed the carrying capacity of waste and process discharges. Waste and process discharges are described as solid waste,

thermal, noise, atmospheric or water pollutants, contaminants or products therefrom. The site is currently served by the existing City services including City water, sewer, and storm discharge facilities. This proposal will not result in an increased use of these facilities. This goal is satisfied.

g. Goal 7: Areas Subject to Natural Disasters and Hazards.

The site contains no known high water table or wetland considerations on the site. No other natural hazards have been identified that affect the Property. The property is flat and not located within any 100 year flood plain. The City's planning staff has not required a geo-technical investigation on the Property. This goal is satisfied.

h. Goal 8: Recreational Needs.

This application will not significantly increase the need for recreation facilities because the proposed use of the property is as an office. There will be no increase in population as a result of this application, so the park open space threshold standard of one acre/100 population is not affected. This goal is satisfied.

i. Goal 9: Economic Development.

This goal is applicable given that the Applicant requests an amendment to allow the use of the site for activities allowed under the office designation. This proposed use is compatible with existing office uses already surrounding the

Property. The Property is located adjacent to Willamette Falls Hospital and within very close proximity to the many medical offices that compliment the hospital. These complimentary uses have logically lead much of the City's medical professionals to concentrate the provision of medical services in this area. This area of the City is a very important economically for the City. The expansion of the Oregon City Orthopedic Clinic will contribute to the economic vitality of this area and the City as a whole. This goal is satisfied.

j. Goal 10: Housing.

The Property contains one single family residence. The loss of this one residence from the housing inventory will have a minimal effect on the housing needs of the City of Oregon City, as the reduction in residential square feet will be 0.16 percent. (See Applicant's Public Need Analysis, Appendix F, p. 8).

Furthermore, the loss of one single family residence is offset by the increased economic potential of the Property when changed to commercial use. Finally, the LO zoning designation does permit the residential uses permitted in the RA-2 zone, so this application does not preclude the use of the property for residential purposes in the future. This goal is satisfied.

k. Goal 11: Public Facilities and Services.

The Application does not present a service or

delivery capacity problem for storm sewer, water or sanitary sewer because the City's public facilities are currently existing and serving the site. Coordination with the City will occur during the design and building phases as needed to facilitate any needed upgrades to utility systems. This goal is satisfied.

1. Goal 12: Transportation.

The application conforms to the provisions of Goal 12. As displayed in the traffic study submitted as Appendix B, the proposed use of this site for office space is consistent with the City's transportation system. There will be no significant impact on the City's transportation system and this application will not require any off-site roadway improvements. The Division Street/15th Street intersection will continue to operate at level of service C or better conditions into the year 2015.

In addition, Oregon City's Comprehensive Plan, at page H-5, encourages non-petroleum means of transportation and alternatives to single-occupancy vehicles. This application proposes an office that is located right on the Division Street bus line and is located within walking distance to many other complimentary services, namely other medical offices and the Willamette Falls Hospital. This goal is satisfied.

m. Goal 13: Energy Conservation.

The City's building code specifies that energy conservation measures are to be utilized by all uses developed

within the City. This application proposes the use of an existing building as an office, as opposed to the construction of a new building. This conserves energy. The lower vehicle traffic due to the proximity to the bus line and other medical providers also conserves energy as alternative modes of travel are encouraged. This goal is satisfied.

n. Goal 14: Urbanization.

The proposed amendment will assist the City in urbanizing the area within its urban growth boundary. Vacant office space within the City is severely limited. (See Applicant's Public Needs Analysis, Appendix F, p. 8). Allowing the change would increase the amount of office space available in the City, therefore decreasing the need to expand the Urban Growth Boundary.

The proposed amendment also locates the office space in a logical place, adjacent to complimentary uses, in compliance with the City's Comprehensive Plan. Ordinance 90-1034 clarified this goal by amending the City's Comprehensive Plan to encourage a concentrated grouping of office uses. The proposed use will assist the City in keeping livable wage employment opportunities within the City. (Comp. Plan D-23). As the City's population grows, so does this need. This goal is satisfied.

o. Goals 15-19.

These are locationally specific goals that are not

applicable to this application because the Property does not lie within any of the geographic areas addressed in the goals.

2. A Public Need is Fulfilled by the Proposed Amendment.

[For a detailed analysis of the public need, see Applicant's Public Need Analysis, Appendix F, incorporated herein.]

The strong population growth the City continues to experience (a 53.4% increase since 1990) has lead to the shortage of office space. The City needs more office space if it does not want to expand its Urban Growth Boundary or become a "bedroom" community. Office space is necessary for the vitality of the city's commercial interests.

The increase in the City's senior population, coupled with the trend towards outpatient services also requires the addition of more medical space. Applicant proposes better outpatient service to its existing clients if the Property is changed to Office.

3. The Public Need is Best Satisfied by the Proposed Amendment.

The Property is best suited for the proposed change because of its predisposition for urban services, its location within the City's transportation system, and the fact that it is already surrounded by properties zoned LO. The current R-6 zoning of the Property makes it stand out from its surrounding

properties like a "missing tooth."

The Property contains an existing structure and will not require the construction of a new building. This has been discussed more fully above.

4. Public Health, Safety and Welfare Are Not Adversely Affected by the Proposed Amendment.

As discussed fully above, the public health, safety and welfare are positively affected by the proposed amendment due the concentration of medical services in one area of the City. The proposed change serves the public well, in that it adds to the medical campus that has already evolved in this area of the City. This area of Oregon City has essentially become Clackamas County's version of Portland's "Pill Hill," and has become a vital part of health care in the city and Clackamas county as a whole.

5. The Factual Information Base Contained in the Comprehensive Plan Supports the Proposed Amendment.

The factual information base in the Comprehensive Plan supports the proposed amendment because this amendment would add 5,000 square feet of limited office space to the City's inventory of L0 zoned property. The applicant's need analysis detailed the need for office space in this area, specifically the need for medical office space due to the aging population base, the emphasis on outpatient services, and the proximity to the Willamette Falls Hospital.

V. ZONE DISTRICT CHANGE

A. Applicable Approval Criteria.

In order for the City to approve the proposed Zone Change, the Applicant must show that:

1. The proposal is consistent with the goals and policies of the Comprehensive Plan;
2. Public facilities and services, specifically water, sewer, storm drainage, transportation, schools, police and fire protection, are presently capable of supporting the use allowed by the proposed zone, or can be made available prior to issuing a Building Permit;
3. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district; and
4. Statewide planning goals have been addressed if the Comprehensive Plan does not contain specific policies or provisions with control the amendment.

B. Response to Approval Criteria

1. **The proposal is Consistent with the Goals and Policies of the Comprehensive Plan.**

A detailed analysis and findings of compliance under this section have been discussed fully above.

2. **Public Facilities and Services are Presently Capable of Supporting the Proposed Zone, or Can be Made Available Prior to Issuing a Building Permit.**

Applicants are only seeking a comprehensive plan amendment and zone change at this point. Any necessary upgrades to existing public services or facilities would be considered during design review, when the Property is developed. Comments submitted by Henry Mackenroth, Public Works Engineer (see Appendix A), indicate that this project is feasible, but may require some upsizing of the water and storm sewer lines. These issues will be addressed at design review and are not at issue with the present application.

Additionally, the main access to the Clinic will remain unchanged, from Division Street. A main sewer line (8 inch) already exists on 15th Street and will not need to be upsized.

3. The Proposed Land Use is Consistent with the Function, Capacity and Level of Service of the Transportation System Serving the Proposed Zoning District.

The traffic study estimates that, even under the worst case scenario, the proposed zone change would add only 62 daily trips which would result in a level of service C at the PM peak hour. This meets the City's accepted standard level of service D or better during peak hours. (Traffic study, page 5).

In addition, the traffic study concludes that the project will not require any off-site roadway improvements and will not have any significant impact on the transportation system. (Traffic study, page 5).

4. Statewide Planning Goals have been Addressed by

the Comprehensive Plan.

The statewide planning goals have been addressed by the City's Comprehensive Plan. As such, a detailed analysis and findings of compliance under this section has been discussed above.

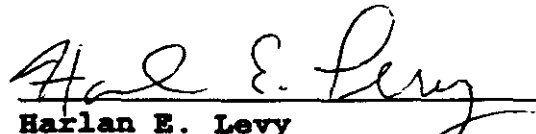
VI. CONCLUSIONS

Based on the foregoing analysis and findings, the proposed Comprehensive Plan Amendment and Zone Change are in compliance with all the applicable review criteria of the City's Comprehensive Plan and Land Use Ordinance, and the Land Conservation and Development Commission statewide planning goals. Applicant therefore requests that the City take the following action:

1. Approve Applicant's proposed Comprehensive Plan Amendment from Low Density Residential to Limited Office; and
2. Approve Applicant's proposed Zone Change from R-6 to LO.

Respectfully submitted this 14th day of December, 1999.

**HIBBARD, CALDWELL & SCHULTZ, a
Professional Corporation**



**Harlan E. Levy
Paul D. Schultz
Of Attorneys for Applicant**

DKS Associates

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Phone: (503) 243-3500
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June 30, 1999

Paul Schultz
Attorney at Law
1001 Molalla Avenue, Suite 200
Oregon City, Oregon 97045

**Subject: Traffic Impact Analysis for a Comprehensive Plan Amendment
and Zone Change for Tax Lot 2400 on 15th Street in Oregon City**

P99203x0

Dear Mr. Schultz:

This letter evaluates the traffic and transportation impacts for the proposed comprehensive plan amendment and zone change for tax lot 2400 located on the north side of 15th Street between Division Street and Prescott Street in Oregon City. The parcel is 5,000 sft in area, is currently zoned R-6 residential and is located immediately west of the existing Oregon City Orthopedic Clinic. The proposed comprehensive plan amendment and zone change would change the parcel to *Limited Office* zoning.

Transportation impacts were evaluated during the AM (7:45 to 8:45) and PM (4:15 to 5:15) peak hour at Division Street/15th Street for the following scenarios:

- Existing
- Year 2015 Conditions
- Year 2015 Conditions with Proposed Zone Change

EXISTING ROADWAY CONDITIONS

The following paragraphs describe the key routes surrounding the Division Street/15th Street intersection:

Division Street is classified as a minor arterial in the project vicinity according to the City of Oregon City Street Functional Classification Plan¹. Division Street is two lanes with one lane in each direction. On-street parking and sidewalks are provided on both sides of Division Street near 15th Street. No bike lanes are provided near the proposed project site. The intersection of Division Street/15th Street is

¹ Street Functional Classification Plan, Oregon City Transportation Master Plan, City of Oregon City, Oregon.

controlled by a four-way stop with a flashing red overhead beacon. The posted speed on Division Street (near 12th) is 25 mph. The pavement width from curb to curb is approximately 40 feet. Tri-Met bus route 32 serves Division Street with bus stops on Division Street both north and south of 15th Street. The roadway carries approximately 4,800 vehicles daily².

15th Street is classified as a collector in the project vicinity according to the City of Oregon City Street Functional Classification Plan³. The facility is a two lane roadway with one lane in each direction. On-street parking and sidewalks are provided on both sides of 15th Street. No bike lanes exist on 15th Street in the project vicinity. The posted speed on 15th Street is 25 mph. The average daily traffic (ADT) on 15th Street is 3,200 vehicles⁴.

Existing Traffic Operations

While analysis of traffic flows is useful in attempting to reach an understanding of the general nature of traffic in an area, traffic volume alone indicates neither the ability of the street network to carry additional traffic nor the quality of service provided by the street facilities. For this, the concept of level of service has been developed to correlate traffic volume data to subjective descriptions of traffic performance at intersections. Intersections are the controlling bottlenecks of traffic flow, and the ability of a roadway system to carry traffic efficiently is nearly always diminished in their vicinity.

Level of service (LOS) is used as a measure of effectiveness for intersection operation. It is similar to a "report card" rating based upon average vehicle delay. Level of service A, B and C indicate conditions where vehicles can move freely. Level of service D and E are progressively worse. Level of service F represents conditions where traffic volumes exceed the capacity of a specific movement, in the case of unsignalized intersections, or an entire intersection, in the case of signalized control, resulting in long queues and delays. Level of service D or better is generally desirable for signalized intersections. Unsignalized intersections provide levels of service for major and minor street turning movements. For this reason, LOS E and even LOS F can be acceptable under conditions where signalization is not warranted or would adversely affect intersection operations as a whole. A summary of descriptions of level of service for signalized and unsignalized intersections is included in the appendix.

Intersection turn movement counts were conducted during the morning and evening peak periods to determine existing LOS based on the 1994 *Highway Capacity Manual* methodology for four-way stop controlled intersections intersections⁵. Traffic counts were conducted on June 28, 1999 at the study

² Peak hour volumes collected on June 28, 1999 multiplied by ten.

³ *Street Functional Classification Plan*, Oregon City Transportation Master Plan, City of Oregon City, Oregon.

⁴ Peak hour volumes collected on June 28, 1999 multiplied by ten.

⁵ *Highway Capacity Manual, Special Report 209*, Transportation Research Board, 1994.

area intersection of Division Street/15th Street. The existing level of service at this intersection is shown in Table 1. The intersection of Division Street/15th Street operates at level of service A during both the AM and PM peak hours which meets the City's accepted standard level of service D or better during peak hours.

Table 1
Existing Conditions Intersection Performance

Intersection	AM Peak Hour			PM Peak Hour		
	V/C	LOS	Delay	V/C	LOS	Delay
Division Street/15th Street	0.40	A	3.2	0.56	A	4.3

Intersection capacity calculation sheets attached in appendix.
LOS = Level of Service
V/C = Demand or Volume-to-capacity ratio.
Delay = Average delay per vehicle.

PROJECT IMPACTS

This section reviews the impacts of the proposed project on the existing transportation system. The analysis includes an assessment of trip generation, trip distribution and capacity analysis of the study intersection with existing and projected future traffic loadings.

The proposed project would change the zoning of the 5,000 sft parcel from residential to *limited office*. Under the residential zoning the parcel can consist of a maximum of one single family dwelling unit. Under the proposed *limited office* zoning a medical-dental office building would be the use that would generate the greatest amount of traffic. Assuming a 40 percent building coverage, the parcel could consist of a 2,000 sft medical-dental office building.

Trip Generation

Trip generation was estimated for a residential land use and compared to the trip generation for the proposed limited office use based on a maximum build-out condition. It was assumed that trip generation for "Single-Family Detached Housing" is most like the residential zoning⁶. The existing zoning of the parcel would allow for *Single-Family Detached Housing* and would generate about 10 daily trips, including about 1 trip during the AM peak hour and about 1 trip during the PM Peak hour. Table 2 shows a comparison of the trip generation for medical-dental office building versus single-family detached housing zoning.

⁶ *Trip Generation Manual, 6th Edition (volume 1 of 3)*, Institute of Transportation Engineers, 1997, Code 210.

Trip generation for the parcel with the proposed zone change was also estimated using standard transportation planning trip generation rates for a medical-dental office building⁷ assuming a 2,000 sft building (worst case scenario assuming 40 percent building coverage). Although the project would generate traffic throughout the day, the weekday AM and PM peak hours were analyzed since this is when project traffic and traffic on adjacent streets would be the highest. The proposed zone change would add about 62 daily trips, including about 5 trips during the AM peak hour and about 8 trips during the PM peak hour as shown in Table 2. All analysis is based on AM and PM peak hour trip generation. Daily trip generation is shown in Table 2 for descriptive purposes only.

Table 2
Project vs. Existing Zoning Trip Generation

Land Use	Period	Project Trips	In/Out % Split	Trips In/Out
Maximum Zoning Trip Generation				
Medical-Dental Office Building (2,000 SF)	AM Peak	5	80/20	4/1
	PM Peak	8	27/73	2/6
	Daily	72	50/50	36/36
Existing Zoning Trip Generation				
Single-Family Detached Housing (1 units)	AM Peak	1	26/74	0/1
	PM Peak	1	65/35	1/0
	Daily	10	50/50	5/5

Trip Distribution and Assignment

Trip distribution was based on existing traffic patterns at the study area intersections. All project trips were assumed to travel through the Division Street/15th Street intersection to allow for a worst case analysis at the intersection. Based on existing traffic count data, approximately 60 percent of project trips were assumed to travel to/from the south on Division Street and approximately 40 percent of project trips were assumed to travel to/from the north on Division Street.

Intersection Analysis and Future Conditions

AM and PM peak hour level of service analysis was performed at the Division Street/15th Street intersection for the Existing, Year 2015 and Year 2015 Plus Project scenarios. Traffic counts and level

⁷ *Trip Generation Manual, 6th Edition (volume 2 of 3)*, Institute of Transportation Engineers, 1997, Code 720.

of service calculation sheets are included in the appendix. With the addition of project traffic to the Year 2015 conditions, the Division Street/15th Street intersection operates at level of service C in the PM peak hour which meets the City's accepted standard level of service D or better during peak hours. Table 3 summarizes the level of service for the Existing, Year 2015 and Year 2015 Plus Project conditions with maximum zoning build-out. Traffic volumes for the year 2015 scenario were based on data obtained from the Metro travel demand model. The 2015 average daily traffic (ADT) volumes forecasted for both Division Street and 15th Street are approximately 50 percent higher than today's volume.

Table 3
Peak Hour Intersection Level of Service

Intersection	Existing	Year 2015	Year 2015 + Maximum Zoning Build-out
	V/C LOS Delay	V/C LOS Delay	V/C LOS Delay
Weekday PM Peak Hour			
Division Street/15th Street	0.56 A 4.3	0.84 B 9.5	0.87 C 10.3

Intersection capacity calculation sheets attached in appendix.
LOS = Level of Service
V/C = Demand or Volume-to-capacity ratio.
Delay = Average delay per vehicle.

SUMMARY AND CONCLUSION

The proposed comprehensive plan amendment and zone change for tax lot 2400 located on the north side of 15th Street between Division Street and Prescott Street in Oregon City creates no significant impact to the transportation system. The Division Street/15th Street intersection will continue to operate at level of service C or better conditions into the year 2015. No off-site roadway improvements are necessary as part of the project.

Please call me if you have any questions.

Sincerely,

DKS Associates
A Corporation


Peter L. Coffey
Principal

attachments



Exp. 12/31/99

TRAFFIC LEVELS OF SERVICE

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of *level of service* has been developed to subjectively describe traffic performance. Level of service can be measured at intersections and along key roadway segments.

Level of service categories are similar to report card ratings for traffic performance. Intersections are typically the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is generally diminished in their vicinities. Levels of Service A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the minimum acceptable level of service for peak hour operation and plan for level of service C or better for all other times of the day. The *Highway Capacity Manual* provides level of service calculation methodology for both intersections and arterials.¹ The following three sections provide interpretations of the analysis approaches.

¹ 1994 *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington D.C., 1994, Chapters 9, 10, 11.

ALL-WAY STOP CONTROLLED INTERSECTIONS

Unsignalized intersections and all-way stop controlled intersections are each subject to a separate capacity analysis methodology. All-way stop controlled intersection operations are reported by leg of the intersection. This method was developed by Dr. Michael Kyte of the University of Idaho.²

This method calculates a delay value for each approach to the intersection. The following table describes the amount of delay associated with each level of service.

Delay (Seconds)	Level of Service
≤ 5	A
6 - 10	B
11 - 20	C
21 - 30	D
31 - 45	E
> 45	F

²

Transportation Research Circular #373, Transportation Research Board.

Oregon City Tax Lot 2400 Zone Change
AM Peak Hour
Existing Conditions

Level Of Service Computation Report

1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec): 1 Critical Vol./Cap. (X): 0.396

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 3.2

Optimal Cycle: 0 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Volume Module: >> Count Date: 28 Jun 1999 << 7:40-8:40 AM

Base Vol.: 49 64 20 6 117 22 52 30 68 10 18 7

Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bas.: 49 64 20 6 117 22 52 30 68 10 18 7

User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj.: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91

PHF Volume: 54 70 22 7 128 24 57 33 75 11 20 8

Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol.: 54 70 22 7 128 24 57 33 75 11 20 8

PCE Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLP Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 54 70 22 7 128 24 57 33 75 11 20 8

Saturation Flow Module:

Sat/Lane: 645 645 555 555 417 417 417 375 375 375 375

Adj./Sat: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.37 0.48 0.15 0.04 0.81 0.15 0.35 0.20 0.45 0.28 0.51 0.21

Final Sat.: 239 309 97 24 447 84 144 83 190 106 192 77

Capacity Analysis Module:

Vol/Sat: 0.23 0.23 0.23 0.23 0.29 0.29 0.29 0.40 0.40 0.40 0.10 0.10

Crit Moves: **** **** **** ****

Approach/s: 0.23 0.29 0.29 0.40 0.40 0.10

Delay/Veh: 2.4 2.4 2.4 3.0 3.0 4.5 4.5 4.5 4.5 1.5 1.5 1.5

Delay Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 2.4 2.4 2.4 3.0 3.0 4.5 4.5 4.5 4.5 1.5 1.5 1.5

Los by Move: A A A A A A A A A A A A

ApproachDel: 2.4 3.0 3.0 4.5 4.5 1.5

Delay Adj.: 1.00 1.00 1.00 1.00 1.00 1.00

ApprAdjDel: 2.4 3.0 3.0 4.5 4.5 1.5

Los by Appr: A A A A A A

PMEX

Tue Jun 29, 1999 17:09:22

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Oregon City Tax Lot 2400 Zone Change
PM Peak Hour
Existing Conditions

Level Of Service Computation Report

1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec): 1 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 4.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop sign	Stop sign	Stop sign	Stop sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module: >> Count Date: 28 Jun 1999 << 16:15-17:15 PM

Base Vol:	105	128	11	7	144	75	25	13	81	12	17	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	128	11	7	144	75	25	13	81	12	17	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	117	142	12	8	160	83	28	14	90	13	19	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	142	12	8	160	83	28	14	90	13	19	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	142	12	8	160	83	28	14	90	13	19	6

Saturation Flow Module:

Sat/Lane:	899	899	899	713	713	713	236	236	236	345	345	345
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.53	0.04	0.03	0.64	0.33	0.21	0.11	0.68	0.34	0.50	0.16
Final Sat.:	388	471	40	23	455	236	50	25	161	118	173	54

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.30	0.35	0.35	0.35	0.56	0.56	0.56	0.11	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
ApproachV/s:	0.30	0.30	0.30	0.35	0.35	0.35	0.56	0.56	0.56	0.11	0.11	0.11
Delay/Veh:	3.1	3.1	3.1	3.8	3.8	3.8	8.4	8.4	8.4	1.5	1.5	1.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.1	3.1	3.1	3.8	3.8	3.8	8.4	8.4	8.4	1.5	1.5	1.5
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	3.1	3.1	3.1	3.8	3.8	3.8	8.4	8.4	8.4	1.5	1.5	1.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	3.1	3.1	3.1	3.8	3.8	3.8	8.4	8.4	8.4	1.5	1.5	1.5
LOS by Appr:	A	A	A	A	A	A	B	B	B	A	A	A

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Oregon City Tax Lot 2400 Zone Change
PM Peak Hour
2015 Conditions (Without Project)

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec): 1 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module: >> Count Date: 28 Jun 1999 << 16:15-17:15 PM

Base Vol:	105	128	11	7	144	75	25	13	81	12	17	5
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial See:	156	191	16	10	215	112	37	19	121	18	25	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	174	212	18	12	238	124	41	22	134	20	28	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	212	18	12	238	124	41	22	134	20	28	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	212	18	12	238	124	41	22	134	20	28	8

Saturation Flow Module:

Sat/Lane:	899	899	899	713	713	713	236	236	236	345	345	345
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.53	0.04	0.03	0.64	0.33	0.21	0.11	0.68	0.36	0.50	0.14
Final Sat.:	387	472	40	23	454	236	49	26	161	123	173	49

Capacity Analysis Module:

Vol/Sat:	0.45	0.45	0.45	0.52	0.52	0.52	0.83	0.83	0.83	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
ApproachV/S:	0.45			0.52			0.83			0.16		
Delay/Veh:	5.5	5.5	5.5	7.3	7.3	7.3	23.9	23.9	23.9	1.9	1.9	1.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.5	5.5	7.3	7.3	7.3	23.9	23.9	23.9	1.9	1.9	1.9
LOS by Move:	B	B	B	B	B	B	D	D	D	A	A	A
ApproachDel:	5.5			7.3			23.9			1.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	5.5			7.3			23.9			1.9		
LOS by Appr:	B			B			D			A		

2015 WP Tue Jun 29, 1999 17:16:34 Page 3-1
Oregon City Tax Lot 2400 Zone Change
PM Peak Hour
2015 (With Project)

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Division Street/15th Street
Cycle (sec): 1 Critical Vol./Cap. (X): 0.869
Loss Time (sec): 0 (YAR = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop sign Stop sign Stop sign Stop sign
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
Volume Module: >> Count Date: 28 Jun 1999 << 16:15-17:15 PM
Base Vol: 105 128 11 7 144 75 25 13 81 12 17 5
Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49
Initial Bse: 156 191 16 10 215 112 37 19 121 18 25 7
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Project: 1 0 0 0 0 1 2 0 4 0 0 0
Initial Fut: 157 191 16 10 215 113 39 19 125 18 25 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 175 212 18 12 238 125 44 22 139 20 28 8
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.75 212 18 12 238 125 44 22 139 20 28 8
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 175 212 18 12 238 125 44 22 139 20 28 8

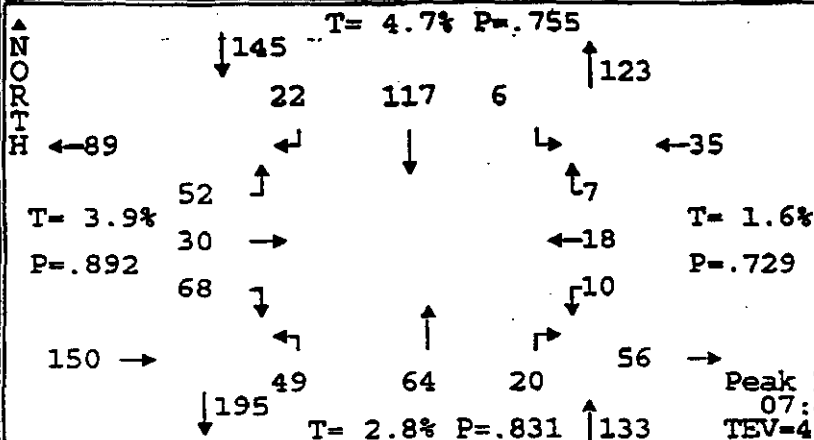
Saturation Flow Module:

Sat/Lane: 899 899 899 713 713 713 236 236 236 345 345 345
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.43 0.53 0.04 0.03 0.64 0.33 0.21 0.11 0.68 0.36 0.50 0.14
Final Sat: 388 471 40 23 453 238 51 25 160 123 173 49

Capacity Analysis Module:

Vol/Sat: 0.45 0.45 0.45 0.53 0.53 0.53 0.87 0.87 0.87 0.16 0.16 0.16
Crit Move: ****
ApproachV/S: 0.45 0.53 0.87 0.16
Delay/Veh: 5.5 5.5 5.5 7.4 7.4 7.4 27.1 27.1 27.1 1.9 1.9 1.9
AdjDel/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
LOS by Move: B B B B B B D D D A A A
ApproachDel: 5.5 7.4 27.1 1.9
Delay Adj: 1.00 1.00 1.00 1.00
ApproachDel: 5.5 7.4 27.1 1.9
LOS by Appr: B B B D A
Exhibit 11 of 13

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT 15TH STREET AT DIVISION STREET



DATE OF COUNT: 06/28/99
DAY OF WEEK: Mon
TIME STARTED: 07:00
TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

JWEQ

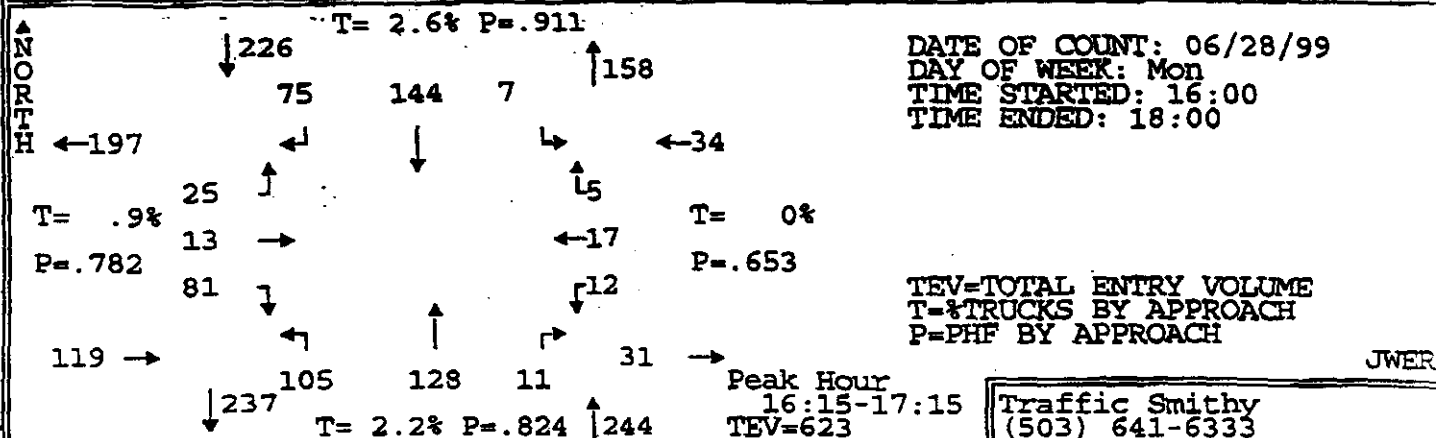
Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↗	←	↑	↘	↓	←	↑	
07:00-07:05	5	2	2	2	4	1	7	2	0	0	0	0	25
07:05-07:10	7	0	2	1	6	0	2	4	0	1	1	1	25
07:10-07:15	4	1	0	0	5	1	6	3	0	0	2	1	23
07:15-07:20	4	1	1	0	5	0	4	3	1	0	1	2	22
07:20-07:25	5	0	5	2	3	0	5	7	1	0	1	0	29
07:25-07:30	3	1	3	0	6	0	2	4	2	1	1	0	23
07:30-07:35	5	0	5	3	3	2	7	6	1	1	3	0	36
07:35-07:40	4	2	5	2	4	1	6	2	0	0	2	0	28
07:40-07:45	9	5	7	2	7	0	4	2	2	2	1	0	38
07:45-07:50	5	5	5	5	7	1	10	4	2	1	1	0	46
07:50-07:55	4	1	4	2	11	2	7	6	2	1	2	0	42
07:55-08:00	2	2	11	1	12	0	3	5	1	0	1	1	39
08:00-08:05	6	3	7	1	7	0	4	9	2	0	1	1	32
08:05-08:10	4	3	3	0	4	1	5	9	0	2	1	0	32
08:10-08:15	6	0	1	0	10	0	4	6	2	1	2	1	33
08:15-08:20	7	2	4	4	12	0	1	11	2	1	1	1	46
08:20-08:25	5	1	1	1	18	1	1	4	2	1	0	0	35
08:25-08:30	12	5	2	2	10	0	1	3	0	1	1	1	37
08:30-08:35	5	3	4	3	10	0	5	7	1	1	2	1	42
08:35-08:40	3	4	3	1	9	1	4	6	4	0	5	1	41
08:40-08:45	3	2	3	7	5	0	2	7	0	1	2	0	32
08:45-08:50	6	1	2	3	6	0	3	6	3	0	1	0	31
08:50-08:55	2	2	6	4	6	0	3	8	1	1	0	1	34
08:55-09:00	4	2	6	3	6	0	3	6	0	1	1	1	33

Total Survey	120	44	92	49	176	11	99	122	29	16	33	13	804
PHF	.71	.63	.59	.61	.73	.5	.58	.62	.83	.63	.56	.58	.911
% Trucks	4.2	4.5	3.3	4.1	5.1	0	1	4.9	0	0	3	0	3.6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	2	0	0	0	0	0	1	0	0	1	0	

Hourly Totals													
07:00-08:00	57	17	50	20	73	8	63	48	12	7	16	5	376
07:15-08:15	57	19	57	18	79	7	61	55	16	9	17	5	400
07:30-08:30	69	25	55	23	105	8	53	59	16	10	16	5	444
07:45-08:45	62	30	48	27	115	6	47	69	18	9	19	7	457
08:00-09:00	63	27	42	29	103	3	36	74	17	9	17	8	428

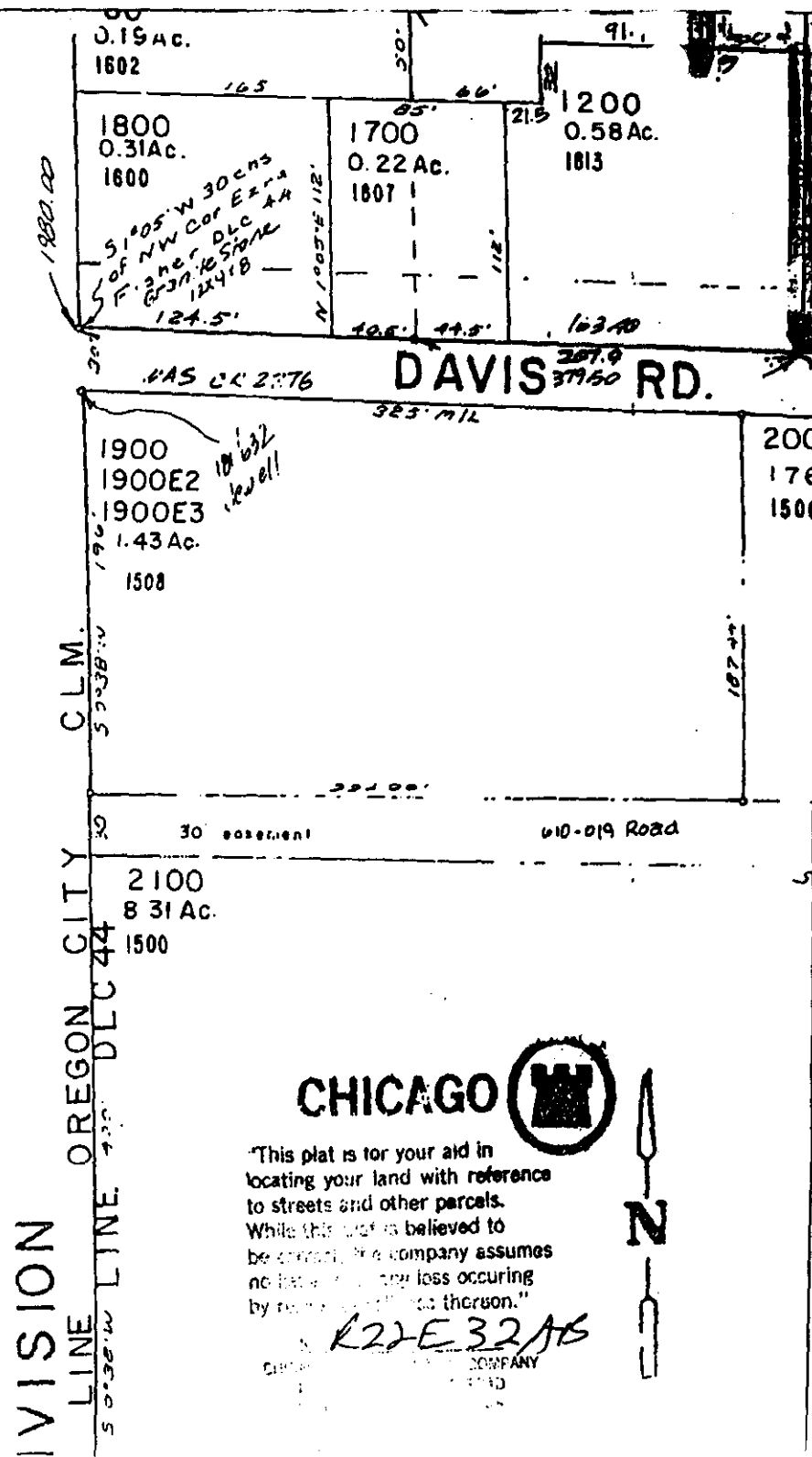
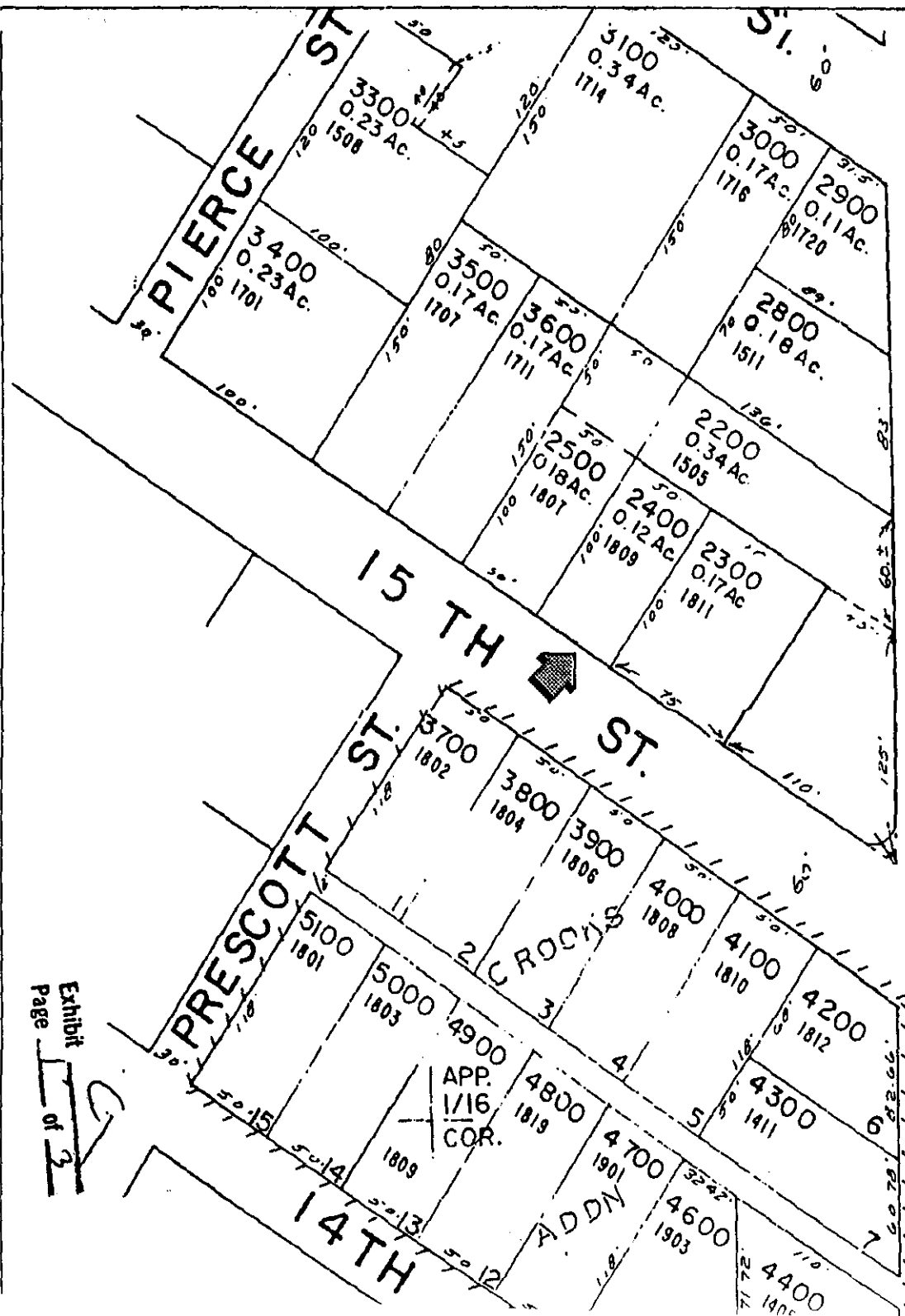
INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT 15TH STREET AT DIVISION STREET



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	7	1	2	4	18	0	7	8	3	0	1	1	52
16:05-16:10	9	0	0	2	16	0	5	13	2	2	0	0	49
16:10-16:15	8	2	1	2	15	0	8	5	1	0	3	0	45
16:15-16:20	3	0	5	6	16	1	6	11	0	2	1	0	51
16:20-16:25	7	1	4	5	9	2	7	13	1	1	0	0	50
16:25-16:30	9	2	0	9	12	0	12	12	0	2	1	0	59
16:30-16:35	10	2	3	10	13	1	6	7	3	2	3	0	60
16:35-16:40	4	0	2	5	12	0	10	12	1	0	3	2	51
16:40-16:45	5	0	3	4	13	0	6	5	0	0	3	0	39
16:45-16:50	5	1	2	5	11	1	12	5	2	2	0	0	46
16:50-16:55	6	1	0	8	9	1	7	8	2	0	0	0	42
16:55-17:00	5	1	2	9	12	0	7	15	0	1	0	0	52
17:00-17:05	10	3	1	7	12	0	13	16	1	2	0	0	65
17:05-17:10	10	1	0	4	16	1	7	12	0	0	2	1	54
17:10-17:15	7	1	3	3	9	0	12	12	1	0	4	1	54
17:15-17:20	7	4	0	1	14	0	5	11	1	1	1	0	45
17:20-17:25	15	2	0	4	11	1	2	9	1	1	3	0	38
17:25-17:30	15	3	0	4	10	1	8	13	4	0	0	1	61
17:30-17:35	6	0	3	3	20	1	9	8	1	3	3	2	59
17:35-17:40	7	1	0	4	8	1	6	12	0	1	0	0	40
17:40-17:45	5	0	0	2	21	0	7	12	2	1	0	4	54
17:45-17:50	3	1	2	1	11	1	4	9	0	0	1	3	36
17:50-17:55	5	1	2	1	9	0	7	11	2	0	1	1	40
17:55-18:00	5	1	2	4	4	0	2	7	1	0	1	1	28

Total Survey	162	28	39	108	301	12	175	246	29	21	31	18	1170
PHF	.75	.65	.69	.78	.9	.58	.82	.74	.69	.6	.47	.42	.900
% Trucks	1.2	0	0	.9	3.3	0	.6	3.7	0	0	0	0	2
Stopped Buses	0	0	0	0	1	0	0	3	0	0	0	0	
Peds	0	1	0	0	5	0	0	7	0	0	4	0	

Hourly Totals													
16:00-17:00	78	11	24	69	156	6	93	114	15	12	15	3	596
16:15-17:15	81	13	25	75	144	7	105	128	11	12	17	5	623
16:30-17:30	88	19	18	64	142	6	95	125	16	9	19	6	607
16:45-17:45	87	18	13	54	153	7	95	133	15	12	13	10	610
17:00-18:00	84	17	15	39	145	6	82	132	14	9	16	15	574



"This plat is for your aid in locating your land with reference to streets and other parcels. While this plat is believed to be correct, the company assumes no liability for any loss occurring by reliance thereon."

R22E32AS



**COMPREHENSIVE PLAN AMENDMENT
&
ZONE CHANGE**

**1809 15TH STREET
OREGON CITY, OREGON**

PUBLIC NEED ANALYSIS

Prepared for

**Hibbard Caldwell & Schultz
Attorneys-at-Law**

Oregon City, Oregon

December 15, 1999

***Project Services*
Planning & Development Consulting**

**P.O. Box 614 / Portland, Oregon 97207
(503) 282-4611 tel. / (503) 282-1439 fax / mataho@uswest.net**

EXHIBIT 3

**COMPREHENSIVE PLAN AMENDMENT
&
ZONE CHANGE**

PUBLIC NEED ANALYSIS

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Figure 3: Parcels Zoned L-O / Commercial Office	10

Introduction

Project Services, a planning and development consulting firm specializing in real estate economics, was retained by Hibbard Caldwell & Schultz, Attorneys-at-Law ("the applicant") to provide an analysis and evaluation of the public need for an Oregon City Comprehensive Plan Amendment and Zoning Map change.

Acting on behalf of their client, Division Street Properties II, L.L.C., the applicant is applying for a comprehensive plan amendment and zone change for Tax Lot No. 2400, a 5000 square foot parcel of land, ("subject site"), located at 1809 15th Street, Oregon City (see Figure 1). Division Street Properties is also the owner of several parcels (zoned L-O) immediately adjacent to the subject site.

Under the Oregon City Comprehensive Plan and Zoning Map (adopted in 1982), the subject site is designated as residential and is zoned for low-density residential development (R-6). The applicant is applying for a comprehensive plan amendment to change the designation of the subject site from residential to commercial; and a zoning map change from low-density residential (R-6) to commercial office (L-O).

Chapter 17.68 of the City of Oregon City Code requires the applicant to address specific criteria as justification for considering a comprehensive plan amendment. In examining the basis for this proposal, Project Services considered the following specific criteria:

- Is there a public need to be fulfilled by the change?
- Is the public need best satisfied by the particular change being proposed?
- Will the change adversely affect the public health, safety and welfare?
- Does the factual base in the Comprehensive Plan support the change?

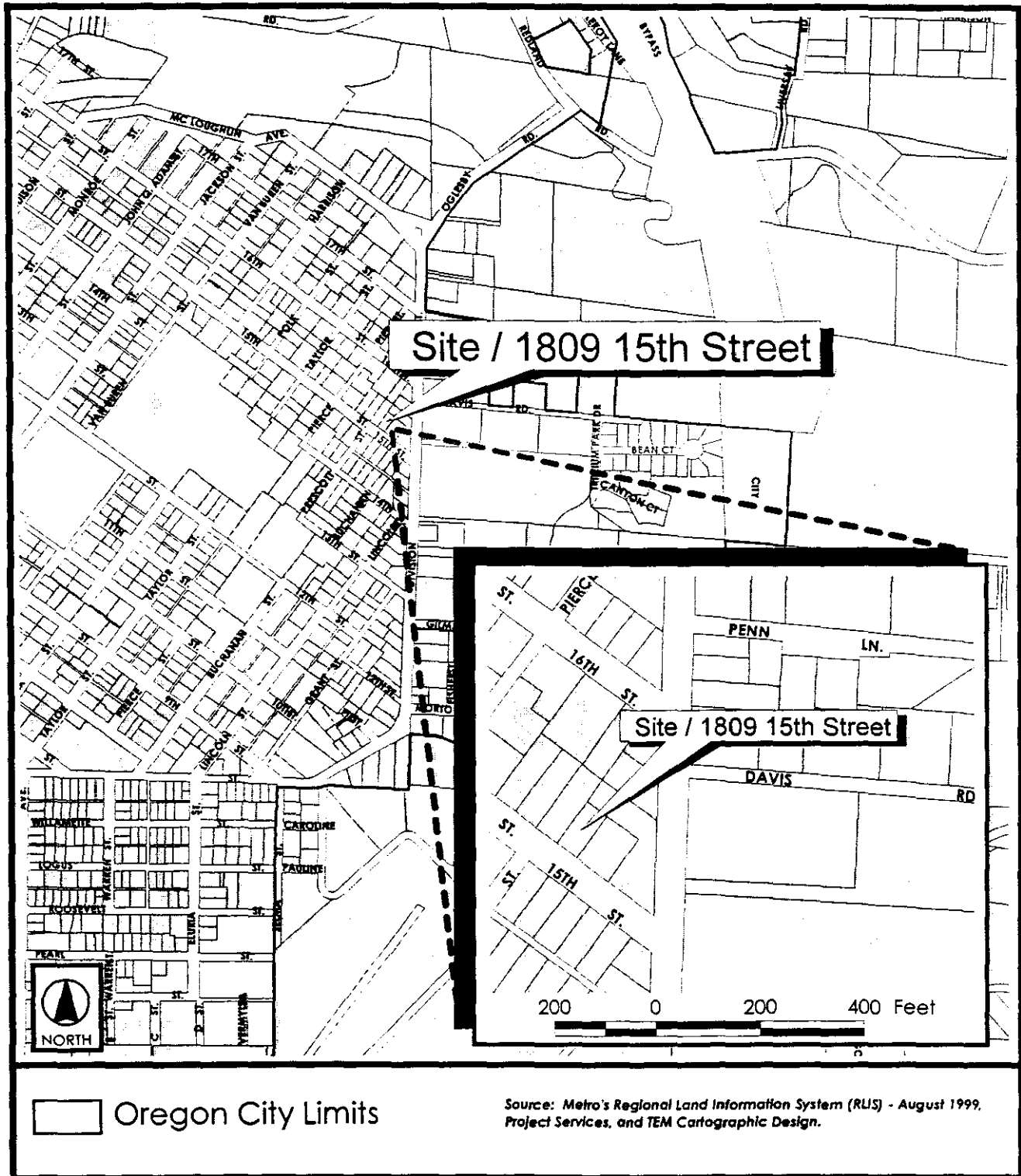
Additionally, the City of Oregon City requires the applicant to address specific criteria as justification for considering a zone change. In examining the basis for this proposal, Project Services considered the following criteria:

- The proposal shall be consistent with the goals and policies of the Comprehensive Plan.

The premise of this report is that the population of Oregon City has grown substantially since the adoption of the 1982 Comprehensive Plan. Along with the increase in population, the average age of Oregon City residents has also increased. This fact, coupled with major changes in the health care delivery system, provide the basis for the primary analysis. Secondary to the analysis of commercial (i.e., health care) demand is an analysis of the impact of the proposed comprehensive plan amendment and zone change to the existing inventory of R-6 and L-O zoned parcels.

This report is organized into five sections: Methodology; Demographics; Public Need; Existing Land Inventory; and a Conclusion.

Figure 1
Site Location



Methodology

The demographic analysis described was developed using reports and data from:

- United States Census;
- State of Oregon;
- Portland State Center for Population and Census Research; and
- Claritas, Inc., (a national demographic and consumer database service).

Information regarding local hospital usage and health care statistics was obtained from:

- Willamette Falls Hospital;
- Center for Disease Control and Prevention;
- National Center for Health Statistics;
- National Ambulatory Medical Care Survey;
- National Health Interview Survey;
- American Medical Association;
- U.S. Department of Commerce; and
- Administration on Aging.

The commercial and residential land use inventory analysis was developed using:

- Metro's Regional Land Information System (RLIS) (3rd Quarter 1999 update);
- ArcView software; and
- Extensive fieldwork.

Demographics

Population Growth

According to a recent report by the Oregon Office of Economic Analysis, the state's population will continue to grow at a faster rate than the nation as a whole. This means that a significant number of people will continue to move to Oregon, especially to popular towns such as Oregon City in the coming years. However, as Table 1 shows, the overall *growth rate* for the state is expected to begin to decline somewhat as we move further into the twenty-first century.

Table 1
Annual Population Growth Rates
United States and Oregon (1995 to 2040)

Year	United States	Growth Rate (%)	Oregon	Growth Rate (%)
1995	262,755,270	1.05%	3,132,000	1.85%
2005	285,981,000	0.81%	3,631,000	1.28%
2015	310,134,000	0.82%	4,091,000	1.18%
2025	335,050,000	0.75%	4,556,000	1.04%
2040	369,980,000	0.63%	5,193,000	0.81%

Source: State of Oregon Office of Economic Analysis

Oregon City

After virtually no growth during the 1980s, Oregon City experienced strong population growth in the 1990s. The city's population increased 53.4% between 1990 and 1998. It continued to grow in the period 1998-99, adding 845 new residents. While a portion of this increase can be attributed to land annexations, it is clearly evident that Oregon City's location and quality of life has attracted a sizeable share of the Portland metropolitan region's population growth.

Table 2
Population Growth Comparison

	1980 (Census)	1990 (Census)	% Change 1980-1990	1998 Estimate	% Change 1990-1998	1999 Estimate
State of Oregon	2,633,156	2,842,321	7.90%	3,267,550	14.9%	3,299,600
Clackamas County	241,911	278,850	15.30%	323,600	16.0%	326,850
Oregon City	14,673	14,698	0.01%	22,560	53.4%	23,405

Source: Portland State University Center for Population Research and Census

A significant percentage of Oregon City's residents are senior citizens. As shown in Table 3, as a percentage of the total population, the group of persons aged 55 years and older is increasing. This can be attributed to a growing preference of Americans to "age-in-place," or rather, choosing to live in their community after they retire. There are a number of significant city planning and policy challenges associated with this phenomenon, including changing transportation needs, additional housing demand, and providing locations for additional health care facilities.

Table 3
Aging Population
Oregon City, Oregon

	1990 (Census)	Percent	1998 Estimate	Percent	1999 Estimate	Percent
Total Population	14,698	100.0%	22,560	100.0%	23,405	100.0%
Age 55+	2,613	17.8%	4,173	18.5%	4,470	19.1%
Age 85+	328	2.2%	472	2.1%	491	2.2%

Source: Portland State University Center for Population Research and Census and Claritas, Inc.

Not only is the senior population growing, as a group, seniors are living longer. Table 4 shows that overall life expectancy has gradually increased from 70.8 years at birth in 1970 to almost 79 years by 1990. Just as significant as longer overall life expectancy, persons aged 65 years live for a longer time. A person aged 65 in 1990 could expect to live 18.9 additional years. This is compared with 15.2 years in 1970. Increases in life expectancy can be attributed to advances in medical technology, better access to medical care and declining use of alcohol and tobacco.

Table 4
Life Expectancy at Birth and 65 Years
United States (1970 to 1990)

	1970	1980	1985	1990
Life Expectancy at Birth	70.8 years	73.7 years	78.2 years	78.9 years
Life Expectancy at Age 65	15.2 years	16.4 years	18.5 years	18.9 years

Source: National Center for Health Statistics

Demographic Summary

As long as the regional economy remains stable, Oregon City's population, especially the elderly population, will continue to grow in the early 21st Century. Demographers predict a dramatic upswing in elderly growth beginning in 2010 through 2030. This is when the "Baby Boomer" generation will retire. According to a 1996 U. S. Department of Commerce report, *65+ in the United States*, "A 'window of opportunity' now exists for planners and policy makers to prepare for the aging Baby Boom generation."

Public Need for the Proposed Comprehensive Plan Amendment and Zone Change

Commercial Land

Section D of the 1982 Oregon City Comprehensive Plan addresses "Commerce and Industry." Areas designated for offices (L-O zone) "are intended for medical facilities, offices, and high-density residential uses."

Health Services is a major subtopic in this section, specifically the Willamette Falls Hospital and surrounding Division Street area. Willamette Falls Hospital is one of the largest health care facilities in the Portland metropolitan region. Table 5 shows which hospitals provided services to inpatients from the Willamette Falls Hospital's primary service area in 1997. Willamette Falls Hospital's market share was 22%. The four hospitals located within and adjacent to the primary service area combined market share was 36%.

Table 5
Willamette Falls Hospital Market Share
Oregon City, Oregon

Patients Discharged in 1997		
Hospital	Discharges	% of Total
Willamette Falls	4,299	22%
Kaiser Sunnyside	2,367	12%
Providence Milwaukie	1,927	10%
OHSU	1,628	8%
Legacy Meridian Park	1,297	7%
Adventist	1,373	7%
Other	6,778	34%
Total	19,669	100%

Source: Willamette Falls Hospital

Table 6 provides detailed information on the Willamette Falls Hospital's operations. It is interesting to note that between the years 1996 and 1998 hospital admissions increased only 4 percent while outpatient visits increased almost 23 percent. This is a direct result of fundamental changes in the health care delivery system. In the era of HMOs and preferred provider programs, patients are encouraged to pursue all reasonable alternatives to hospitalization. This trend in health care is effectively redirecting patients from hospitalization to outpatient clinics for a variety of medical procedures.

Table 6
Willamette Falls Hospital / Statistics
Oregon City, Oregon

	<u>Fiscal Year Ended July 31</u>		
	1996	1997	1998
Available Beds	91	91	91
Admissions	5,613	5,690	5,839
Occupancy Rate	44%	45%	46%
Outpatient Visits	27,739	31,877	33,594
Outpatient Surgery	5,221	5,327	5,415
Radiology Procedures	35,419	37,755	39,304

Source: Willamette Falls Hospital

The average patient's contact with a physician increased approximately 7.5 percent between 1987 and 1996. Compare this with patients over the age of 65, whose physician contacts increased 31.4 percent during the same 10-year period. Table 7 provides detail of the increase in physician contacts per person.

Table 7
Physician Contacts per Person
United States (1987 to 1996)

	<u>Physician Contacts (per person)</u>			
	1987	1990	1993	1996
United States	5.4	5.5	6.0	5.8
Age 65 and older	8.9	9.2	10.9	11.7

Source: Center for Disease Control and Prevention and National Center for Health Statistics.

The growing emphasis on outpatient services has created a major shift in the specific type of health care patients receive. General practice and family medicine experienced a dramatic decline in the past 20 years. As Table 8 shows, in 1975, 41.3 percent of all patient visits were to family practice offices. This declined to 25.5 percent by 1997. The decline was even more dramatic for patients over the age of 65, whose visits to family practices declined from 45.4 percent to 22.7 percent in the same period.

Conversely, patient visits to specialists have increased. For example, for the 65+ age group, in 1975, 1.9 percent of visits were to orthopedic surgeons; increasing to 4.3 percent by 1997. This represents a 126 percent increase in visits to orthopedic surgeons in just over 20 years.

Project Services

Table 8
Ambulatory Care Visits to Physician's Offices
United States (1975 to 1997)

	<u>Visits (% Distribution)</u>			<u>% Change 1975-1997</u>
	1975	1985	1997	
All Specialties	100%	100%	100%	na
<i>Family Practice</i>				
All Age Groups	41.3%	30.5%	25.5%	-38.2%
Age 65 and older	45.5%	29.1%	22.7%	-50.1%
<i>Internal Medicine</i>				
All Age Groups	10.9%	11.6%	15.4%	+41.2%
Age 65 and older	19.3%	22.1%	23.1%	+19.6%
<i>Orthopedic Surgery</i>				
All Age Groups	3.4%	5.0%	4.4%	+29.4%
Age 65 and older	1.9%	3.4%	4.3%	+126.3%

Source: Center for Disease Control and Prevention and National Center for Health Statistics.

Residential Land

Section C of the 1982 Oregon City Comprehensive Plan addresses "Housing." A number of references in this section mention the importance of providing a balance of housing opportunities, especially affordable housing and multi-family housing. (Note: L-0 zones allow multi-family housing.)

The plan also mentions that the average single-family home in Portland metropolitan region home cost \$44,740 (1977). This is contrasted with the average single family home costing \$188,200 in 1999 (Realtor Multiple Listing Service). (Note: the RMLS October issue of *Market Action* lists the average price for home sales in Oregon City as \$183,400 in 1999)

Table 9 provides a breakdown of new construction permits issued in Oregon City from January 1997 through September 1999. As the table shows, over the past three years, 87.8 percent of all permits for new construction were issued for single-family homes. Just 12.2 percent of permits were for multi-family.

Table 9
Building Permits
Oregon City (1997 to 1999)

Year	New Single-Family Units	New Multi-Family Units
1997	232	78
1998	287	41
1999 (through September)	384	6
Total	903	125
Percent of Total	87.8%	12.2%

Source: Portland State University Center for Population Research and Census

Project Services

Existing Land Inventory

One of the important issues to be considered in this proposal is whether removing one parcel (5,000 square feet) of R-6 zoned land will significantly impact the inventory of buildable residential land. Table 10 provides a current inventory of R-6 land in Oregon City. A map of R-6 zoned land is provided in Figure 2.

Table 10
Residential R-6 Zoned Tax Lots
Oregon City, Oregon

Number of Lots	Total Acres	Vacant Acres	Vacant Sq. Ft.	% Vacant
2165	663	69	3,005,640	10.4%

Source: Metro Regional Land Information System

The proposed comprehensive plan amendment and zoning map change will reduce the vacant inventory of R-6 land from 3,005,640 square feet to 3,000,640 square feet—a negligible reduction of 0.16 percent.

Another important issues to be considered in this proposal is whether adding one parcel (5,000 square feet) of L-O zoned land will positively impact the inventory of buildable commercial (L-O) land. Table 11 provides a current inventory of L-O zoned land in Oregon City. A map of L-O zoned land including vacant parcels is provided in Figure 3.

Table 11
Commercial L-O Zoned Tax Lots
Oregon City, Oregon

Number of Lots	Total Acres	Vacant Acres	Vacant Sq. Ft.	% Vacant
96	86.5	9	393,689	10.4%

Source: Metro Regional Land Information System

Adding the potential for commercial development, even just a 5,000 square foot parcel (a 1.3 percent addition to total vacant L-O zoned area), can be considered positive in light of the need for new employment and/or multi-family housing.

Figure 2
Parcels Zoned R-6 / Single-Family Residential

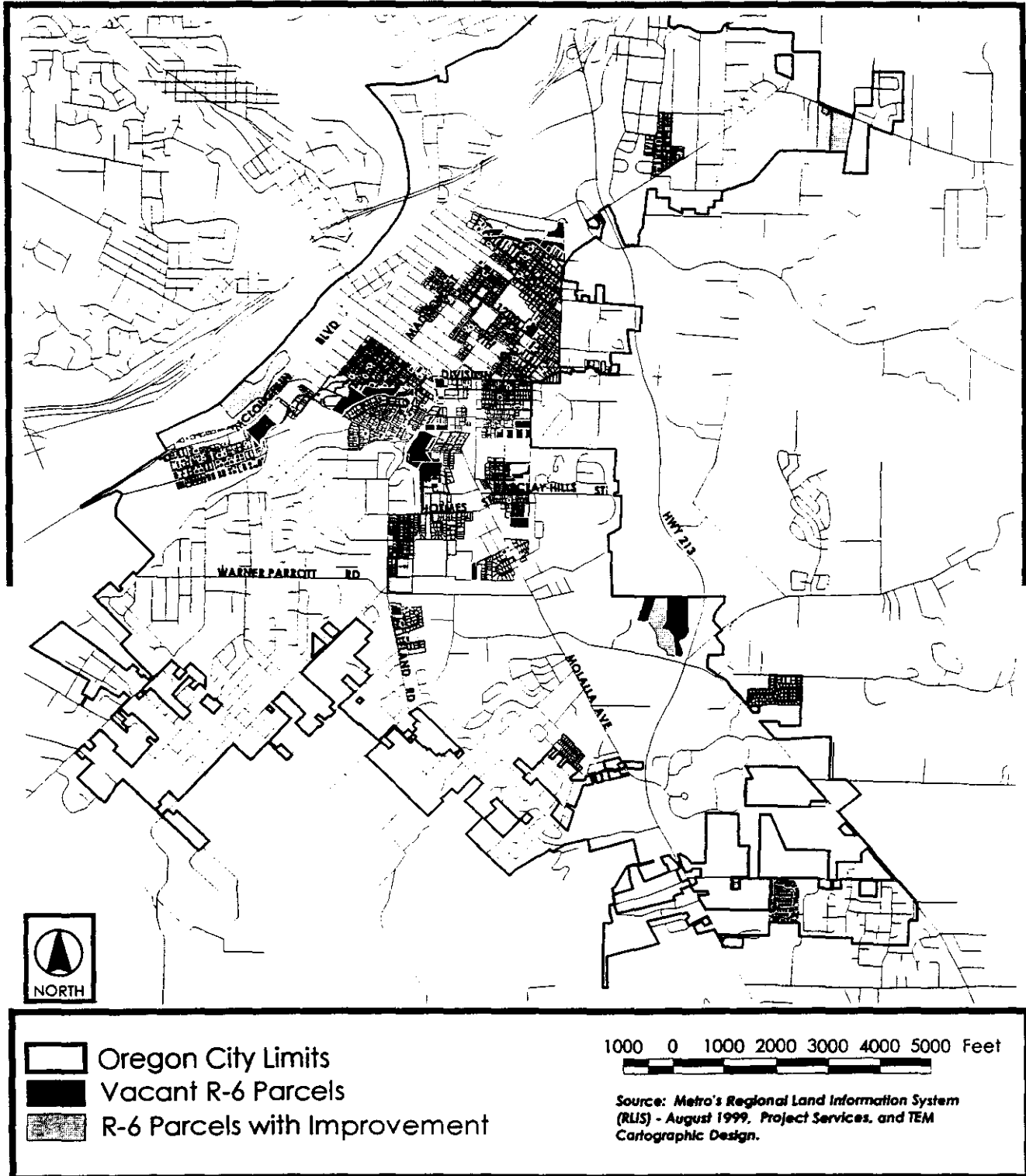
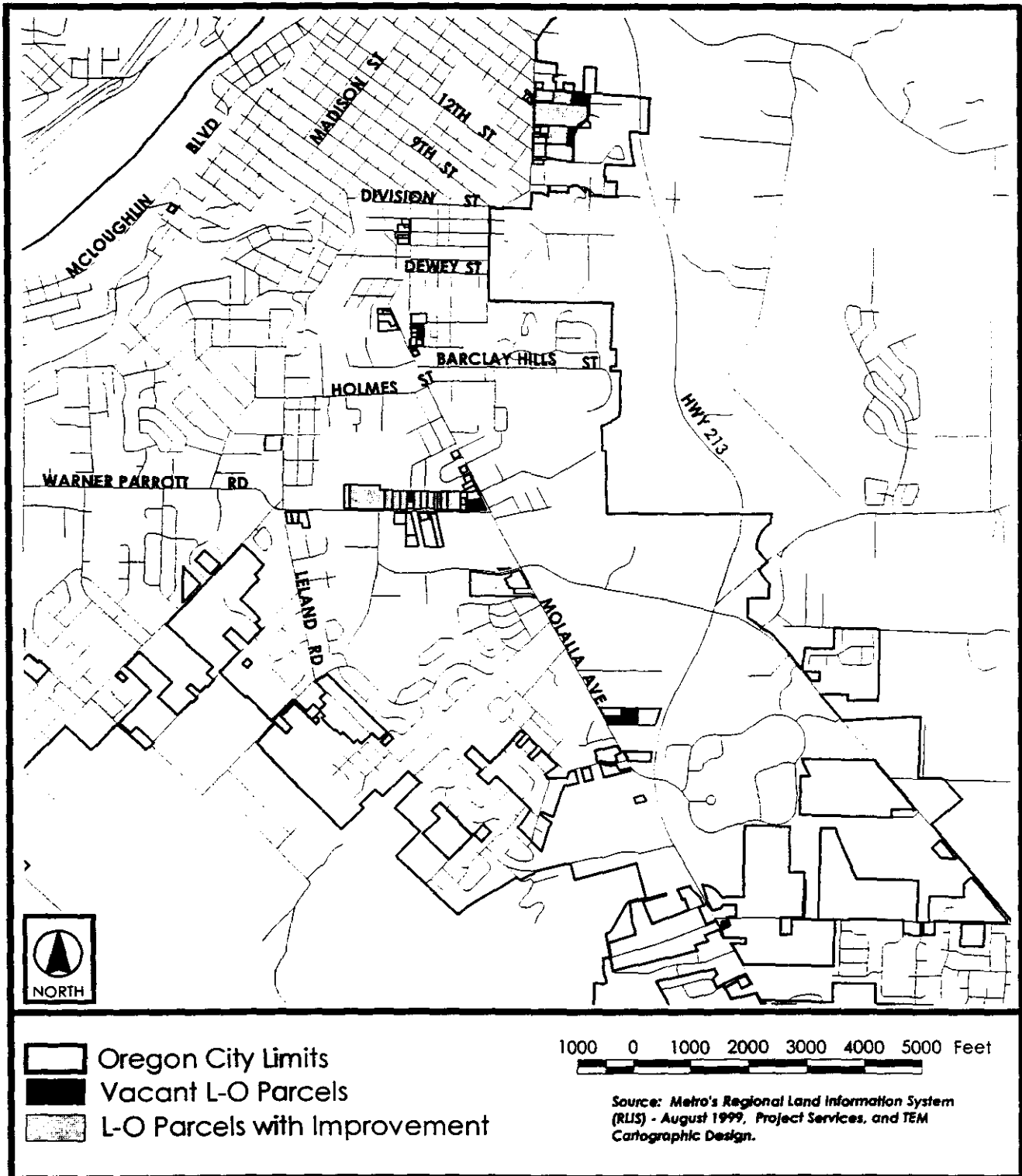


Figure 3
Parcels Zoned L-O / Commercial Office



Conclusion

This report examined the demographic and economic market forces underlying the proposed comprehensive plan amendment and zoning map change for Tax Lot No. 2400, a 5000 square foot parcel of land located at 1809 15th Street, Oregon City. As discussed in the *Introduction*, the following criteria (listed in *italics*) are to be considered when deciding the validity of a proposed comprehensive plan amendment and zoning map change:

1) *Is there a public need to be fulfilled by the change?*

As shown in this report, Oregon City has experienced significant population growth in the 1990s (53.4% between 1990 and 1998), especially among older residents.

Older residents utilize health care services, especially outpatient facilities, at a greater rate than do other groups.

The Willamette Falls Hospital provides 22 percent of health care services for the market area. This is supported by the various outpatient clinics located around the hospital, especially along Division Street. The demand for health care services, especially outpatient services, is growing because of population growth and changes in health care delivery. Health care facilities also provide a number of family-wage jobs. Oregon City families need additional locations for health care facilities.

Housing costs have skyrocketed in Oregon City since the comprehensive plan was adopted. At the same time, multi-family (i.e., affordable) housing is not being built at anywhere near the rate of single-family housing. Oregon City residents, especially lower-income families and senior citizens need additional opportunities for affordable housing. A change to L-O zoning will allow for additional multi-family housing.

2) *Is the public need best satisfied by the particular change being proposed?*

The proposed comprehensive plan amendment and zoning map change best satisfy the public need. Reducing the R-6 inventory by one 5000 square foot lot is far outweighed by the increased opportunity for an office commercial use or multi-family housing on the subject site.

3) *Will the change adversely affect the public health, safety and welfare?*

The proposed change will not adversely affect the public health, safety and welfare. The subject site will provide additional opportunities for either employment and/or additional housing. Under current city regulations any changes in land use will require design review. Therefore, any adverse effects from the change can be prohibited or mitigated through the land use review process.

4) *Does the factual base in the Comprehensive Plan support the change?*

Recent changes in population, the national and regional economy and especially health care could not have been anticipated in 1982 when the plan was adopted. However, comprehensive plan policies call for additional employment and affordable housing. This proposed comprehensive plan amendment and zoning map change is consistent with these policies.

ANALYSIS AND FINDINGS

The Applicant is requesting a Zone Change from R-6 to Limited Office and a Comprehensive Plan change from Low-Density Residential to Limited Commercial. No definitive development is proposed at this time. A future Site Plan and Design Review is anticipated to expand the existing clinic next door. Engineering has no definitive problems with this proposal. The applicant is reminded of several requirements upon development.

PROVISION OF PUBLIC SERVICES:

WATER.

1. The City water system in 15th Street is insufficiently sized to meet City Standards for minimum water main size of 8-inch. There is a 6-inch water main in 15th Street. When this property is developed, the application will be reviewed for possible need to upgrade water services across the lot frontage.

SANITARY SEWER.

2. Sanitary sewer facilities that front this site are adequate.

STORM SEWER/DETENTION AND OTHER DRAINAGE FACILITIES.

3. There is no existing storm drainage system for the site. Upon application for development, Applicant will be required to provide storm improvements to ensure stormwater transmission and detention is provided.

DEDICATIONS AND EASEMENTS.

4. No right-of-way dedications are anticipated upon development.

STREETS.

5. Fifteenth Street is classified by the City Transportation Master Plan as a collector. Eventually, bike lanes need to be added to the property's frontage upon development. This will restrict on street parking.



DAVID EVANS AND ASSOCIATES, INC.

February 15, 2000

2828 SW Corbett Avenue

Portland, Oregon 97201

Tel: 503.223.6663

Fax: 503.223.2701

Mr. Brian Cosgrove
City of Oregon City
PO Box 351
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRAFFIC IMPACT STUDY
TAX LOT 2400 ON 15TH STREET - PZ 99-04 & ZC 99-16**

Dear Mr. Cosgrove:

In response to your request, David Evans and Associates, Inc. has reviewed the traffic impact study prepared by Peter L. Coffey, PE (DKS Associates) for the parcel described as Tax Lot 2400 on 15th Street. The parcel, located adjacent to the Oregon City Orthopedic Clinic, is near the intersection of Division Street and 15th Street. The development application provides for a comprehensive plan amendment and a zone change. Current zoning is residential; the planned zoning is limited office. The parcel is currently used for a single-family residence.

The applicant did not choose the most appropriate year for the analysis of future conditions. For the future year analysis, the applicant analyzed year 2015, a 15-year planning horizon, rather than the usual 20-year planning horizon. In addition, the applicant may not have analyzed the most intense development that could occur under the proposed zoning. The applicant assumed 40 percent lot coverage, which he equates to a 2000 square foot clinic building.

The applicant analyzed only a single intersection: Division Street and 15th Street. Based on the low number of trips cited in the report, this may be adequate. The analysis, based on a 2000 square foot clinic, indicates the intersection will operate at an acceptable level of service in year 2015.

The applicant did not provide any justification for using year 2015 as the analysis year. The volume on all approaches for the base 2015 condition was assumed to be 49 percent higher than the 1999 base year condition. This equates to a 2.7 percent annual increase. Although this seems to be a reasonable assumption, no justification for the future growth rate or volumes is provided. Based on the applicant's assumptions, the traffic generated by the proposed development can be accommodated at the intersection of Division Street and 15th Street in 2015. Since the forecast level of service is fairly high, it is likely that the year 2020 conditions would also be acceptable.

If a multi-story building is, in fact, allowable under LO zoning, a clinic of even larger size than that analyzed could occupy the site, especially if developed by merging adjacent parcels. If city staff views it



City of Oregon City
February 15, 2000
Page 2 of 2

likely that the actual development of the site could exceed 2000 square feet of medical offices, the applicant should be asked to redo the traffic analysis to account for development of a larger building.

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

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

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

John Replinger, PE
Senior Transportation Engineer

JGRE:kkb
o:\project\o\orct0009\correspo\PZ99-04.doc

CITY OF OREGON CITY
Memorandum

TO: Joe McKinney, Interim Public Works Manager

FROM: Henry Mackenroth, Public Works Engineer

DATE: February 2, 2000

SUBJECT: File Number: PZ99-04; ZC 99-16; PA 99-102
Name: 1809 15th

1. General Comments:

2. Water:

Water Depart. Additional Comments No: ☒ Yes: ☐ Initial: di

Building should be sprinkled due to suspected insufficient fire flow for new use.

Clackamas Water lines in area No ☒ Yes ☐

Existing Line Size = 6 inch

Existing Location = 15th

Upsizing required? No ☐ Yes ☒ Size Required 8 inch

Extension required? No ☒ Yes ☐

Looping Required? No ☒ Yes ☐ Per Fire Marshall ☐

Backflow Preventor required? No ☐ Yes ☒ on existing service after change of use

3. San Sew:

San. Depart. Additional Comments No: ☒ Yes: ☐ Initial: LS

Existing Lateral being reused? No ☐ Yes ☒

Existing Line Size = 8 inch (Sewer Separation Phase 1A)

Existing Location = 15th

Upsizing required? No ☒ Yes ☐ Size Required inch

Extension required? No ☒ Yes ☐

Pump Station required? No ☒ Yes ☐

Industrial Pre-treatment required? No ☐ Yes ☒ (after change of use)
Contact Tri City Service District

4. Storm Sew:

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

Change of Use will require additional parking. Storm Drainage system to service off site parking is NOT available in this area.

Existing Line Size = 6 Inch None existing
Upsizing required? No Yes X Size Required ??? inch
Extension required? No Yes Entire system requires rebuilding
Detention Required? No Yes X
On site water resources: None Known X Yes

5. Dedications & Easements:

Additional right of way required? No X Yes
Existing Right of Way = approximately 60 feet
Total Right of Way width required? 60 feet
Recommended dedication: 0 feet
Clackamas County to recommend No X Yes

6. Streets:

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

On a long term basis, availability of on street parking on 15th is questionable due to need to install bicycle lanes on 15th.

Classification:

Major Arterial Minor Arterial
Collector X Local

Jurisdiction:

City X County State

Existing Width = 34 Ft

Required Width = 36 feet

Number of Traffic Lanes = 2

Center Turn Lane required? No X Yes

Bicycle Lanes required? No Yes X

Transit Street? No X Yes Line No = 32 has stop at 15th and Division

7. Traffic Problems? None Known X Yes

8. Geotech problems? None Known X Yes

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:

COMMENTS DUE BY: **March 10, 2000**

PLANNING PERMIT TECHNICIAN
Planning Department

HEARING DATE: March 13, 2000
HEARING BODY: Staff Review: PC: X CC:

REFERENCE TO

FILE # & TYPE:
APPLICANT:
REQUEST:

PZ 99-04 / ZC 99-16
Harlan Levy
Comprehensive Plan Change from "Low Density Residential"
to "Limited Commercial" and Zone Change from "R-6" to
"LO".
1809 15th Street

LOCATION:

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

 The proposal does not
conflict with our interests.

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

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

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

Existing Building will require a change in occupancy. Change in occupancy
may result in requirements for ADA upgrades

Signed
Title

[Signature]
Building Official

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

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
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- ☐ GEOTECH REPORT - NANCY K.
- ☐ DLCD/BRENDA BERNARDS @ METRO
- ☒ OREGON CITY POSTMASTER
- ☒ PARKS

RETURN COMMENTS TO:

COMMENTS DUE BY: **February 16, 2000**

PLANNING PERMIT TECHNICIAN
Planning Department

HEARING DATE: March 13, 2000
HEARING BODY: Staff Review: __ PC: _X_ CC: __

REFERENCE TO

FILE # & TYPE:
APPLICANT:
REQUEST:

LOCATION:

PZ 99-04 & ZC 99-16
Harlan Levy / Division Street PropertiesII, LLC
Comp Plan Amend "Low Density Residential" to "Limited
Commercial"; Zone Change from "R-6" to "LO"
1809 15th Street

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

_____ The proposal does not
conflict with our interests.

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

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

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

*THERE MUST BE AT LEAST ONE FIRE HYDRANT WITHIN 250 FEET OF ALL PORTIONS
OF THE FIRST FLOOR OF THIS STRUCTURE. IT MUST PRODUCE AT LEAST 1000 GPM
AT 20 PSI.*

Signed _____
Title _____

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

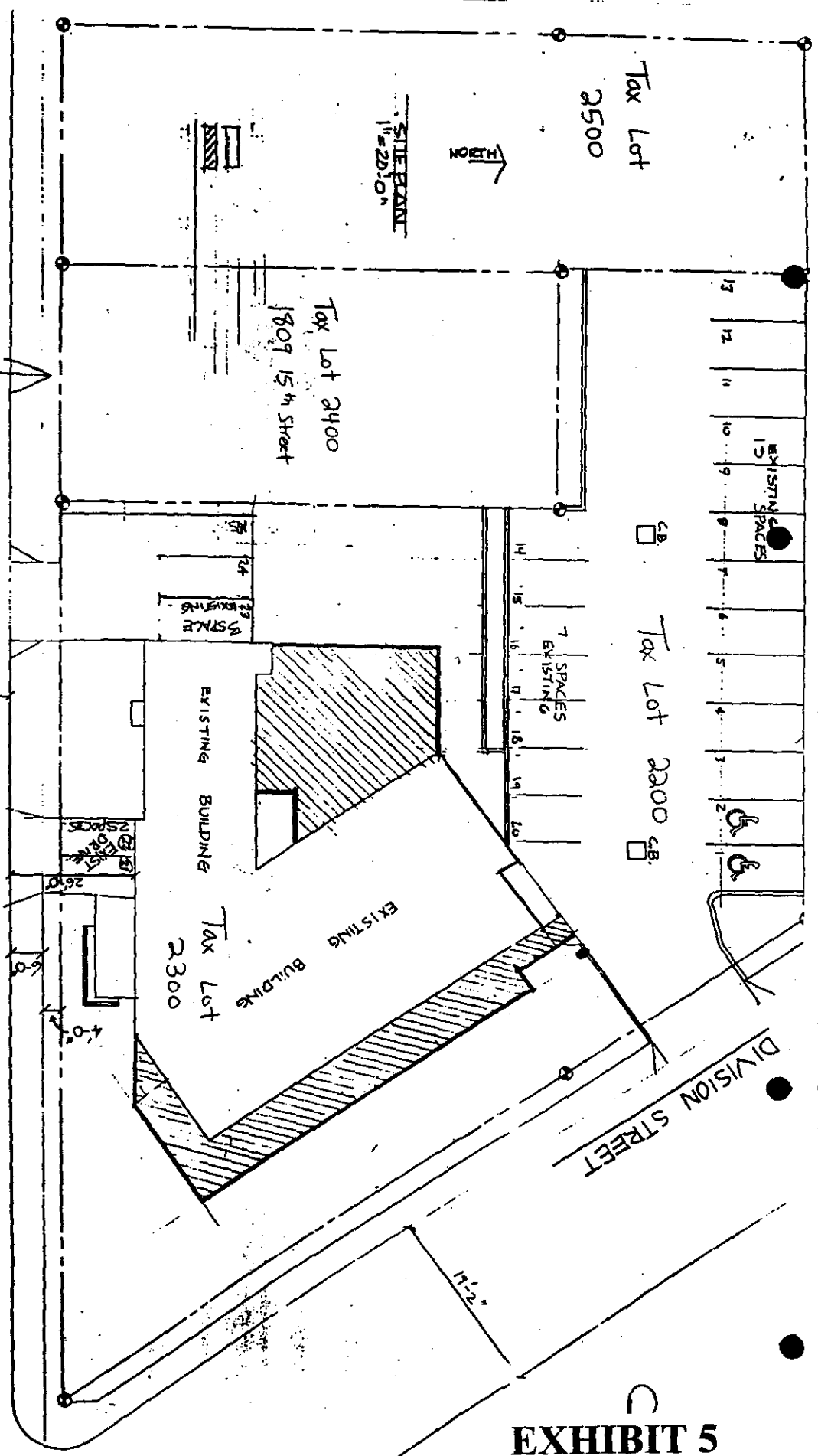
EXHIBIT 4e

SITE of
Application
for zone change/comp
amendment

SITE MAP

OREGON CITY ORTHOPEDIC CLINIC
1505 DIVISION ST. OREGON CITY, OR 97035


FIFTEENTH STREET



ORIGINAL

Memorandum

Oregon City Planning Division
March 6, 2000

To: Oregon City Planning Commission
From:  Maggie Collins, Planning Manager
Re: Amendments to Final Draft Parking Lot Landscaping Standards

As was discussed at the Commission's February 28, 2000 worksession, the Commissioners wished to clarify Section 17.52.090(B)(4) and to add references to loading and unloading areas and garbage receptacles as needing landscaping design standards. Staff is therefore making the following text changes:

- A. Section 17.52.090(B)(4)(a) and (b)—proposed language deleted; replaced with new language as follows:
 - a. **Perimeter landscaping strips shall be at least five feet in width.**
- B. Section 17.52.090(B)(7)—amended to add:
 - a. **Off-street loading areas and garbage receptacles shall be located where not a hindrance to travel lanes, walkways, public or private streets, or adjacent properties.**
 - b. **Garbage receptacles and other permanent ancillary facilities shall be enclosed and or screened appropriately.**

Next Steps: The public hearing at the Planning Commission is scheduled for April 10, 2000. Staff is preparing a draft that incorporates the above. It will be available for public review shortly.

The formal Staff Report on this project will be available on April 3, 2000. Further questions can be directed to Tom Bouillion, Associate Planner at 657-0891, x 182.

STATEMENT OF COMPATIBILITY

CITY OF OREGON CITY DOWNTOWN/NORTH END URBAN RENEWAL PLAN FIFTH AMENDMENT

The City Commission in December, 1990 adopted the first Urban Renewal Plan for Downtown Oregon City/North End.

This Fifth Amendment to that Plan complies with the following Comprehensive Plan Goal and Policies:

Commerce and Industry Goal: Maintain a healthy and diversified economic community for the supply of goods, services and employment opportunity.

Commerce and Industry Policy #1: As funds and opportunities become available, transportation access to industrial and commercial areas shall be improved to facilitate flow of goods and increase potential customers. Particular attention will focus on relieving congestion on McLoughlin Boulevard (Highway 99E) and Cascade Highway/Molalla Avenue (Highway 213).

Commerce and Industry Policy #8(b): Encourage continued retail growth by: Developing and implementing a Downtown improvement plan to help Downtown retain its position as a major retail district.

Community Facilities Policy #2: Public facilities and services provided and maintained by the City shall be consistent with the goals, policies and implementing measures of the Comprehensive Plan.

Adoption of the Fifth Amendment will continue to provide a tool by which the City's Commerce and Industry Goal may be met.

Reviewed and Adopted by the Oregon City Planning Commission
March 13, 2000

CITY OF OREGON CITY DOWNTOWN/NORTH END URBAN RENEWAL PLAN FIFTH AMENDMENT - DRAFT

INTRODUCTION

The Fifth Amendment to the Downtown/North End Urban Renewal Plan makes the following changes to the Urban Renewal Plan:

- Revises certain Goals and Objectives of the Plan to reflect changed conditions, and to clarify the Agency's intentions.
- Revises the description of project activities to clarify the current and future intent of the Agency in carrying out project activities.
- Revises and clarifies procedures for acquiring property.
- Revises and clarifies procedures for amendments to the Urban Renewal Plan.
- In keeping with the current requirements of ORS 457, removes the provision for a latest date for issuing bonded indebtedness.

The Fifth Amendment to the Downtown/North End Urban Renewal Plan will be undertaken as a major amendment to the Plan, and as such, will require adoption by a non-emergency Ordinance of the City Commission. The Fifth Amendment to the Plan does not change the boundary of the Plan, or the Maximum Indebtedness that can be undertaken under the Plan.

In the following sections, additions and new wording are shown in *Italics*, Planning Commission edits are shown in bold *Italics*. The sections of the Urban Renewal Plan changed by the Fifth Amendment follow below.

400. RELATIONSHIP TO LOCAL OBJECTIVES

D. Renewal Area Objectives

1. To eliminate blighting conditions in the Renewal Area, including inadequate streets and traffic congestion, inadequate pedestrian and bicycle facilities, inadequate park and recreation facilities, inadequate public service facilities, substandard and obsolete buildings, inadequate sewer, water and drainage facilities, and under-utilized and unproductive land.
2. To make public improvements necessary to encourage new private investment in the Renewal Area including streets, sewer, water and drainage facilities, parking facilities and other public improvements.
3. To increase taxable values in the Renewal Area.
4. To improve the economic viability of Oregon City's downtown as a retail, office, and services center and mixed-use area for Oregon City.

5. To encourage the rehabilitation of downtown's older buildings, particularly those of architectural and/or historic significance.
6. To *enhance historic, cultural, and natural resources in the project area.*
7. To support the redevelopment of *Clackamette Cove and waterfront areas in the project area.*
8. To support the revitalization of the *urban renewal area through* building rehabilitation assistance.
9. To provide traffic capacity, *pedestrian accessibility, parking, and safety transportation* improvements in the *urban renewal area.*
10. To plan for and support development and redevelopment in the renewal area which is consistent with the Comprehensive Plan *and the Downtown Community Plan.*
11. To further the objectives of this Renewal Plan by assisting as necessary in the acquisition of land for development purposes, and for the assembly of development sites.
12. To assist in the improvement of the overall economic health of Oregon City and its businesses.

E. Renewal Area Strategies

The Renewal Plan implements the development strategy approved by the Urban Renewal Advisory Committee in the preparation of this Renewal Plan. Key elements of that strategy include:

Overall Strategy

1. Direct short-term public investments into areas with the greatest development and redevelopment potential.
2. Establish a **short-term** business assistance program in the Downtown area.
3. Direct mid-term and long-term public investments in *the Urban Renewal area* to support existing commercial and residential uses *in the renewal area*, and to stimulate new private investment.

700. DESCRIPTION OF PROJECT ACTIVITIES

In order to achieve the goals and objectives of this Plan, the following project activities will be undertaken on behalf of the City by the Urban Renewal Agency (hereinafter referred to as "Agency") in accordance with applicable federal, state, county and city laws, policies, and procedures. Exhibit 6 shows the general location of project activities. Exhibit 7 shows the location of properties to be acquired in order to carry out the objectives of this Plan.

A. Transportation Improvements

Traffic and pedestrian circulation and safety, parking and other transportation deficiencies have been identified as issues contributing to the depressed conditions in the urban renewal area, and constraints to future development called for in the Oregon City Comprehensive Plan. The Oregon City Transportation System Plan has identified needed transportation improvement projects. In order to correct these deficiencies, the Urban Renewal Agency will participate in the planning, design, funding and construction of transportation and related public improvements throughout the area.

Transportation improvements may include the construction, reconstruction, repair or replacement of streets, traffic control devices, bikeways, pedestrian ways, and multi-use paths. Other street and sidewalk improvements including tables, benches and other street furniture, signage, kiosks, phone booths, drinking fountains, decorative fountains, street lights, and acquisition of property and right of way for Transportation Improvement purposes. Transportation Improvements are planned for; but not limited to:

- *The McLoughlin Boulevard Corridor through the renewal area*
- *The Washington Street Corridor between Route 213 and 7th Street*
- *The 7th Street Corridor through the renewal area*
- *The Main Street Corridor from Route 99E to Clackamette Cove*
- *The Clackamette Cove area.*
- *Transit or linkages to facilitate public transportation*
- *Parking*

B. Parks, Open Space and Recreation Improvements

The urban renewal area is located on both the Clackamas and Willamette Rivers, which provide the most diverse recreational opportunities of any city in the region. The Oregon City Revised Master Plan, Oregon City Facilities Study, and End of Oregon Trail Center Master Plan have concluded that there is a need for over 200 acres of additional park land in Oregon City, and that existing parks need improvements. In order to correct these deficiencies, the Urban Renewal Agency will participate in the planning, design and construction of parks, *open space* and recreation facilities and related public improvements throughout the area.

Parks, Open Space, and Recreation Improvements may include land acquisition, improvement of land or buildings for public parks, open space, bicycle and pedestrian trails, public docks or marinas, and construction of buildings and facilities for public parks, open space and recreation uses. Parks, Open Space, and Recreation Improvements are planned for; but not limited to:

- *Clackamette Cove*
- *River Access and Frontage Improvements*
- *Willamette Riverfront Promenade*
- *Downtown Core Area*
- *End of the Oregon Trail Area bounded by railroad tracks to the west, Highway 213 to the north and Abernethy Creek to the east and south*
- *Abernethy Creek Corridor*

- *McLoughlin Bluff/Promenade*

C. Development and Redevelopment Assistance

The poor condition of many buildings throughout the Area, the lack of facade improvements and the generally poor maintenance of many downtown buildings contribute to the obsolescence and deterioration of the area. In addition, lotting patterns, varied ownerships, physical constraints and existing incompatible uses act as deterrents to redevelopment consistent with the Oregon City Comprehensive Plan and the Downtown Community Plan. In order to address these problems, the Urban Renewal Agency may participate, through loans, grants, or both, in assisting development of new public and private buildings in the project area, and in maintaining and improving exterior and interior conditions of existing buildings in the renewal area. The Agency may make this assistance available, as it deems necessary to achieve the objectives of this Plan.

1. Redevelopment Through New Construction

Redevelopment through new construction may be achieved by public or private property owners, with or without financial assistance by the Renewal Agency. To encourage redevelopment through new construction, the Renewal Agency is authorized to set financial guidelines, establish loan programs and provide below-market interest rate and market rate loans and provide such other forms of financial assistance to property owners and those desiring to acquire and redevelop property, as it may deem appropriate in order to achieve the objectives of this Plan.

2. Preservation, Rehabilitation, and Conservation

The purpose of this activity is to conserve and rehabilitate existing buildings where they may be adapted for uses that further Plan goals. Rehabilitation and conservation may be achieved by owner and/or tenant activity, with or without financial assistance by the Renewal Agency. To encourage rehabilitation and conservation, the Agency is authorized to create guidelines, establish loan and grant programs and provide below market interest rate and market rate loans to the owners of buildings, or those intending to acquire buildings, which are in need of rehabilitation and for which rehabilitation and reuse is economically feasible.

D. Public Facility and Services Improvements

The Oregon City Facilities Study has identified needed improvements to several public facilities located in the Urban Renewal Area. The Urban Renewal Agency is authorized to acquire property for, and make improvements for public facilities which support the residential and business development of the project area, including; **but not limited to:**

- *Meeting, conference, educational, or cultural facilities*
- *Facilities which supporting the identity of the Area, such as plazas, gateways, and public art*
- *Other Public building facilities*

The extent of the Agency's participation in funding public building facilities will be based upon an Agency finding on the benefit of that project to the renewal area and the importance of the project in carrying out Plan objectives.

E. Public Infrastructure

*These projects include construction, reconstruction, repair, and upgrading; water, wastewater and stormwater facilities, relocation of overhead lines, acquisition of land, right of ways, easements and other land rights needed to carry out the above purposes. Public Infrastructure Improvements are planned for; **but not limited to:***

- *Water*
- *Wastewater*
- *Stormwater*
- *Utility Relocation*

F. Planning and Administration

Project resources may be utilized to prepare the Urban Renewal Plan, design plans and master plans for the renewal area, transportation plans, miscellaneous land use and public facility studies as needed during the course of the urban renewal plan. Activities related to marketing program for the Area that may utilize project funds. Project funds may also be utilized to pay for personnel, overhead and other administrative costs incurred in the management of the urban renewal plan.

G. Property Acquisition

Acquisition of real property is determined necessary to carry out the objectives of this Plan.

Accordingly, this Plan authorizes the following property acquisitions within the Urban Renewal Area:

- *Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists over-crowding, excessive dwelling unit density or conversions to incompatible types of uses, and it is determined by the Agency that acquisition of such properties and the rehabilitation or demolition of the improvements are necessary to remove blighting influences;*
- *Where it is determined by the Agency that the property is needed for the following purposes;*

1. Property to be Acquired for Public Improvements and Facilities

It is anticipated that acquisition of real property will be necessary to carry out public use objectives of this plan. These objectives include right-of-way acquisition for streets, alleys, bicycle and pedestrian ways, and other public improvements, uses and facilities described in Section 700 of this Plan. Prior to acquisition, this Plan shall be amended to identify the specific property or interest to be acquired.

The type of amendment required to acquire property for Public Improvements and Facilities is:

- a. *Right-of-way acquisition for streets, alleys, bicycle and pedestrian ways that do not require the use of eminent domain will require a minor amendment to this Plan, as described in Section 1000 A1 of this Plan. City Commission approval will not be required for these acquisitions.*

- b. *Acquisition for other public improvements, uses, and facilities will require a minor amendment to this Plan, as described in Section 1000 A1 of this Plan, and also will require City Commission approval of the minor amendment, per Section 1000 B. 2 of this Plan.*
- c. *Any acquisition of property for Public Improvements and Facilities that requires the use of eminent domain will require a minor amendment to this Plan, as described in Section 1000 A1 of this Plan, and also will require City Commission approval of the minor amendment, per Section 1000 B. 2 of this Plan.*

Such amendments will be accompanied by findings to the Agency describing the property to be acquired, the anticipated disposition of such property, and an estimated time schedule for such acquisition and disposition. The property to be acquired will be incorporated into Table 1 of this Plan.

2. Property to be acquired for Redevelopment.

Property may be acquired by the Renewal Agency and disposed of to a public or private developer in accordance with this Plan. Prior to acquisition, this Plan shall be amended to identify the specific property or interest to be acquired. The type of amendment required to acquire property for Redevelopment is:

- a. *Acquisition for Redevelopment will require a minor amendment to this Plan as described in Section 1000 A1 of this Plan, and also will require City Commission approval of the minor amendment per Section 1000 B 2 of this Plan.*

Such amendments will be accompanied by findings to the Agency describing the property to be acquired, the anticipated disposition of such property, and an estimated time schedule for such acquisition and disposition. The property to be acquired will be incorporated into Table 1 of this Plan.

TABLE 1
PROPERTIES TO BE ACQUIRED

<u>Tax Map</u>	<u>Tax Lot</u>	<u>Comments</u>
2-2E-20	502	Portion, Completed
2-2E-29	400	Completed
2-2E-29	1400	Completed
2-2E-29	1503	Portion, Completed
2-2E-29	1505	50% ownership to be acquired
2-2E-29	1508	50% ownership to be acquired
2-2E-29CC	2600	Completed

It is anticipated that the properties to be acquired will be acquired during the period 1991 to 2010, and that disposition will be completed by the year 2020.

H. Property Disposition

1. **Property Disposition** - *The Renewal Agency will dispose of property acquired within the Amended Renewal Area for redevelopment for uses and purposes specified in this Plan. Properties shall be subject to disposition for the following purposes:*
 - a. *Road, street, and utility improvements.*
 - b. *Construction of pedestrian, bikeway, or other public facilities specified in this plan.*
 - c. *Redevelopment by private redevelopers for purposes consistent with the uses and objectives of this plan. Such disposition will be in accordance with the terms of a Disposition and Development Agreement between the Developer and the Renewal Agency.*

The Renewal Agency may enter into agreements to acquire land, to hold land for future development, to dispose of any land it has acquired at fair reuse value, and to define the fair reuse value of any land.

1000. FUTURE AMENDMENTS

It is anticipated that this plan will be reviewed periodically during the execution of the Project. The plan may be changed, modified, or amended as future conditions warrant.

A. MINOR AMENDMENTS

Minor changes to the Plan shall be made by a duly approved resolution of the Agency that describes the details of the minor change. Minor changes shall include:

1. *Identification of property to be acquired for any purpose set forth in Section 700 G(1)(a) of this Plan.*
2. *Changes to the Plan which are not specifically identified as requiring a Substantial Amendment, or a City Commission-Approved Amendment*

B. CITY COMMISSION-APPROVED AMENDMENTS

City Commission-Approved amendments to the Plan shall require approval by the Agency by Resolution and approval by the City Commission by Ordinance. City Commission-Approved amendments are:

1. *Adding a project, activity, or program that differs substantially from a project, program, or activity in the Plan, and is estimated to cost in excess of the equivalent of \$500,000 in first quarter year 2000 dollars over the duration of the Plan. The \$500,000 threshold shall be adjusted annually at a rate equal to the Construction Cost Index (CCI), also referred to as the ENR Index for Construction published quarterly by the Engineering News Record.*
2. *Identification of land for acquisition which requires City Commission approval per Sections 700 G.1b, G.1c, or 700 G. 2a. of this Plan.*

C. SUBSTANTIAL AMENDMENTS

Substantial amendments shall require the notice, hearing, and approval procedures required by ORS 457.095, and special notice as provided in ORS 457.120. Substantial amendments are:

- 1. Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area.*
- 2. Increasing the amount of maximum indebtedness that can be issued or incurred under the plan*

SECTION 1100

Latest Date for Bonded Indebtedness (Section inserted via 1st Amendment, Sept. 25, 1991)

Note: The requirement for a "latest date" provision was removed from urban renewal law after passage of BM50. BM50 requires that plans contain a maximum debt provision.

STATEMENT OF COMPATIBILITY

CITY OF OREGON CITY HILLTOP URBAN RENEWAL PLAN FIFTH AMENDMENT

The City Commission in December, 1990 adopted a second amendment to the 1983 Downtown Renewal Plan, creating a Hilltop Urban Renewal Plan District.

This Fifth Amendment to the Hilltop Renewal Plan complies with the following Comprehensive Plan Goal and Policies:

Commerce and Industry Goal: Maintain a healthy and diversified economic community for the supply of goods, services and employment opportunity.

Commerce and Industry Policy #1: As funds and opportunities become available, transportation access to industrial and commercial areas shall be improved to facilitate flow of goods and increase potential customers. Particular attention will focus on relieving congestion on McLoughlin Boulevard (Highway 99E) and Cascade Highway/Molalla Avenue (Highway 213).

Commerce and Industry Policy #8(a): Encourage continued retail growth by: Designating land for retail use in areas along or near major arterials and transit lines.

Community Facilities Policy #2: Public facilities and services provided and maintained by the City shall be consistent with the goals, policies and implementing measures of the Comprehensive Plan.

Adoption of the Fifth Amendment will continue to provide a tool by which the City's Commerce and Industry Goal may be met.

Reviewed and Adopted by the Oregon City Planning Commission
March 13, 2000

CITY OF OREGON CITY
HILLTOP URBAN RENEWAL PLAN
FIFTH AMENDMENT - DRAFT

INTRODUCTION

The Fifth Amendment to the Hilltop Urban Renewal Plan makes the following changes to the Urban Renewal Plan:

- Revises the description of project activities to clarify the current and future intent of the Agency in carrying out project activities.
- Revises and clarifies procedures for acquiring property.
- Revises and clarifies procedures for amendments to the Urban Renewal Plan.
- In keeping with the current requirements of ORS 457, removes the provision for a latest date for issuing bonded indebtedness.

The Fifth Amendment to the Hilltop Urban Renewal Plan will be undertaken as a major amendment to the Plan, and as such, will require adoption by a non-emergency Ordinance of the City Commission. The Fifth Amendment to the Plan does not change the boundary of the Plan, or the Maximum Indebtedness which can be undertaken under the Plan.

In the following sections, additions and new wording are shown in *Italics*, Planning Commission edits are shown in bold *Italics*. The sections of the Urban Renewal Plan changed by the Fifth Amendment follow below.

700. PROJECT ACTIVITIES

In order to achieve the goals and objectives of this Plan, the following project activities will be undertaken on behalf of the City by the Urban Renewal Agency (hereinafter referred to as "Agency") in accordance with applicable federal, state, county and city laws, policies, and procedures.

A. Transportation Improvements

The 1989 Amendment to the Urban Renewal Plan included Transportation and Storm Drainage improvements intended to improve circulation and access within the Hilltop area of the Plan, and provide services adequate to permit more productive use of land in the area. It is deemed necessary to carry out these improvements within the Hilltop Area. Therefore, this Urban Renewal Plan calls for transportation improvements within the Urban Renewal Area:

Transportation improvements may include the construction, reconstruction, repair or replacement of streets, traffic control devices, bridges, bikeways, pedestrian ways, and multi-use paths. Other street and sidewalk improvements including tables, benches and other street furniture, signage, kiosks, phone booths, drinking fountains, decorative fountains, street lights, and acquisition of property and right of way for Transportation Improvement purposes.

*Transportation Improvements are planned for; **but not limited to:***

- *The Beavercreek Road Corridor through the renewal area*
- *The Molalla Avenue Corridor through the Renewal Area*
- *Local streets linking Corridors within the area*
- *Transit or Linkages to facilitate Public Transportation*
- *Parking*

B. Public Facility and Services Improvements

*The Agency is authorized to acquire property for, and make improvements for public facilities that support the development of the project area, including; **but not limited to:***

- *Meeting, conference, educational, or cultural facilities*
- *Facilities supporting the identity of the Area, such as plazas, gateways, and public art*
- *Other Public building facilities*

The extent of the Agency's participation in funding such facilities will be based upon an Agency finding on the benefit of that project to the renewal area and the importance of the project in carrying out Plan objectives.

C. Public Infrastructure

*These projects include construction, reconstruction, repair, upgrading; water, wastewater and stormwater facilities, relocation of overhead lines, and acquisition of land, right of ways, easements and other land rights needed to carry out the above purposes. Public Infrastructure Improvements are planned for; **but not limited to:***

- *Water*
- *Wastewater*
- *Stormwater*
- *Utility Relocation*

D. Planning and Administration

Project resources may be utilized to prepare the Urban Renewal Plan, design plans and master plans for the renewal area, transportation plans, miscellaneous land use and public facility studies as needed during the course of the urban renewal plan. Activities related to marketing program for the Area that may utilize project funds. Project funds may also be utilized to pay for personnel, overhead and other administrative costs incurred in the management of the urban renewal plan.

E. Property Acquisition

Acquisition of real property is determined necessary to carry out the objectives of this Plan. Accordingly, this Plan authorizes the following property acquisitions within the Urban Renewal Area:

- *Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists over-crowding, excessive dwelling unit density or conversions to incompatible types of uses, and it is determined by the Agency that acquisition of such properties and the rehabilitation or demolition of the improvements are necessary to remove blighting influences;*
- *Where it is determined by the Agency that the property is needed for the following purposes;*

1. Property to be Acquired for Public Improvements and Facilities

It is anticipated that acquisition of real property will be necessary to carry out public use objectives of this plan. These objectives include right-of-way acquisition for streets, alleys, bicycle and pedestrian ways, and other public improvements, uses and facilities described in Section 700 of this Plan. Prior to acquisition, this Plan shall be amended to identify the specific property or interest to be acquired.

The type of amendment required to acquire property for Public Improvements and Facilities is:

- a. Right-of-way acquisition for streets, alleys, bicycle and pedestrian ways that do not require the use of eminent domain will require a minor amendment to this Plan, as described in Section 900 A1 of this Plan. City Commission approval will not be required for these acquisitions.*
- b. Acquisition for other public improvements, uses, and facilities will require a minor amendment to this Plan, as described in Section 900 A1 of this Plan, and also will require City Commission approval of the minor amendment, per Section 900 B. 2 of this Plan.*
- c. Any acquisition of property for Public Improvements and Facilities that requires the use of eminent domain will require a minor amendment to this Plan, as described in Section 900 A1 of this Plan, and also will require City Commission approval of the minor amendment, per Section 900 B. 2 of this Plan.*

Such amendments will be accompanied by findings to the Agency describing the property to be acquired, the anticipated disposition of such property, and an estimated time schedule for such acquisition and disposition. The property to be acquired will be incorporated into Table 2 of this Plan.

2. Property to be acquired for Redevelopment.

Property may be acquired by the Renewal Agency and disposed of to a public or private developer in accordance with this Plan. Prior to acquisition, this Plan shall be amended to identify the specific property or interest to be acquired. The type of amendment required to

acquire property for Redevelopment is:

- a. Acquisition for Redevelopment will require a minor amendment to this Plan as described in Section 900 A1 of this Plan, and also will require City Commission approval of the minor amendment per Section 900 B 2 of this Plan.

Such amendments will be accompanied by findings to the Agency describing the property to be acquired, the anticipated disposition of such property, and an estimated time schedule for such acquisition and disposition. The property to be acquired will be incorporated into Table 2 of this Plan.

TABLE 2

PROPERTIES TO BE ACQUIRED		
<u>Tax Map</u>	<u>Tax Lot</u>	<u>Comments</u>
3-2E-5C	293	(Portion)
3-2E-5C	300	(Portion)
3-2E-5C	806	Completed
3-2E-5D	401	Previously TL400
3-2E-5D	402	Previously TL400
3-2E-5D	500	(Portion)
3-2E-5D	501	(Portion)
3-2E-5D	1000	Completed, Beaver Creek Road
3-2E-5D	1100	Completed, Beaver Creek Road
3-2E-5D	1300	(Portion), Previously TL1300 and TL1400
3-2E-5D	1400	(Portion), currently in TL1300
3-2E-5DB	3200	
3-2E-5DB	3201	
3-2E-5DB	3300	
3-2E-5DB	3400	
3-2E-9B	2000	(Portion)

Property Acquisition and Disposition Schedule: It is anticipated that the properties to be acquired will be acquired during the period 1991 to 2011, and that disposition will be completed by the year 2016.

F. Property Disposition

1. **Property Disposition** - The Renewal Agency will dispose of property acquired within the Amended Renewal Area for redevelopment for uses and purposes specified in this Plan. Properties shall be subject to disposition for the following purposes:

- a. Road, street, and utility improvements.

- b. *Construction of pedestrian, bikeway, or other public facilities specified in this plan.*
- c. *Redevelopment by private redevelopers for purposes consistent with the uses and objectives of this plan. Such disposition will be in accordance with the terms of a Disposition and Development Agreement between the Developer and the Renewal Agency.*

The Renewal Agency may enter into agreements to acquire land, to hold land for future development, to dispose of any land it has acquired at fair reuse value, and to define the fair reuse value of any land.

900. FUTURE AMENDMENTS

It is anticipated that this plan will be reviewed periodically during the execution of the Project. The plan may be changed, modified, or amended as future conditions warrant.

A. *MINOR AMENDMENTS*

Minor changes to the Plan shall be made by a duly approved resolution of the Agency that describes the details of the minor change. Minor changes shall include:

1. *Identification of property to be acquired for any purpose set forth in Section 700 D.1.a. of this Plan.*
2. *Changes to the Plan which are not specifically identified as requiring a Substantial Amendment, or a City Commission-Approved Amendment*

B. *CITY COMMISSION-APPROVED AMENDMENTS*

City Commission-Approved amendments to the Plan shall require approval by the Agency by Resolution and approval by the City Commission by Ordinance. City Commission-Approved amendments are:

1. *Adding a project, activity, or program that differs substantially from a project, program, or activity in the Plan, and is estimated to cost in excess of the equivalent of \$500,000 in first quarter year 2000 dollars over the duration of the Plan. The \$500,000 threshold shall be adjusted annually at a rate equal to the Construction Cost Index (CCI), also referred to as the ENR Index for Construction published quarterly by the Engineering News Record.*
2. *Identification of land for acquisition which requires City Commission approval per Sections 700 D.1. b, 700 D.1.c., or 700 D. 2. a.) of this Plan.*

C. *SUBSTANTIAL AMENDMENTS*

Substantial amendments shall require the notice, hearing, and approval procedures required

by ORS 457.095, and special notice as provided in ORS 457.120. Substantial amendments are:

- 1. Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area.*
- 2. Increasing the amount of maximum indebtedness that can be issued or incurred under the plan*

950. LATEST DATE FOR ISSUE OF BONDED INDEBTEDTNESS

(Section inserted via 2nd Amendment, Sept. 25, 1991)

Note: *The requirement for a "latest date" provision was removed from urban renewal law after passage of BM50. BM50 requires that plans contain a maximum debt provision.*