



City of Oregon City

625 Center Street
Oregon City, OR 97045
503-657-0891

Staff Report

File Number: 12-099

Agenda Date: 9/10/2012

Status: Agenda Ready

To: Planning Commission

Agenda #: a

From: Community Development Director Tony Konkol and

File Type: Minutes

Adoption of Planning Commission Minutes for February 27th, 2012, March 12th, 2012 and June 11th, 2012.

Please see attached draft minutes from February 27th, 2012, March 12th, 2012 and June 11th, 2012 for your review and adoption. Please suggest any revisions if neccessary.



City of Oregon City

625 Center Street
Oregon City, OR 97045
503-657-0891

Staff Report

File Number: PC 12-017

Agenda Date: 9/10/2012

Status: Agenda Ready

To: Planning Commission

Agenda #: a

From: Community Development Director Tony Konkol

File Type: Land Use

SUBJECT:

Request for Continuance of Public Hearing for VR 12-03, MD 12-01 (TP 90-05), and MD 12-02 (SP 9-11)

RECOMMENDED ACTION (Motion):

Staff recommends that the Planning Commission open the public hearing for VR 12-03, MD 12-01 and MD 12-02, take testimony from any interested party present who wishes to speak on this item, the continue the public hearing for VR 12-03, MD 12-01 and MD 12-02 to the date certain of December 10, 2012.

BACKGROUND:

The applicant has requested a continuance of the scheduled public hearing in order to allow additional time for a traffic engineer to evaluate their proposal and provide possible alternatives for access to Beavercreek Road. Concurrent with the continuance request the applicant has granted an extension of the 120-day decision deadline for VR 12-03, MD 12-01 and MD 12-02 to January 26, 2013.

BUDGET IMPACT:

Amount:

FY(s):

Funding Source:



Building Codes Consultancy, Inc.
6950 SW Hampton Street
Suite 330
Tigard, OR 97223
T 503-969-8333
F 503-620-8119
swinstead@mac.com

September 4, 2012

Peter Walter, AICP, Associate Planner
Community Development
City of Oregon City
221 Molalla Ave., Suite 200
Oregon City, OR 97045

Subject: REQUEST FOR A PUBLIC HEARING CONTINUANCE AND EXTENSION
OF THE 120-DAY DEADLINE FOR OUR LAND USE APPLICATION VR 12-03, MD 12-
01 AND MD 12-02

Mr. Walter,

Benchmade Knife Company is requesting a continuance and an extension of our application. We have brought to our team another traffic engineer, Brian Dunn from Group Mackenzie to evaluate our proposal and to provide possible alternatives that would bring us closer into compliance to achieve a favorable result for all parties. Having another traffic engineer on board is essential at this point because of the impasse we currently have with the city. Should we arrive at some other alternatives, we will plan a meeting with you and your staff before the next Planning Commission hearing.

We request that the continuance be to the next Planning Commission hearing date of December 10, 2012. This would also mean a 91-day extension of the current 120-day deadline to January 26, 2013. We also know that the hearing can always be continued upon request.

Respectfully,

A solid black rectangular box used to redact the signature of Stephen M. Winstead.

Stephen M. Winstead, AIA



City of Oregon City

625 Center Street
Oregon City, OR 97045
503-657-0891

Staff Report

File Number: PC 12-018

Agenda Date: 9/10/2012

Status: Agenda Ready

To: Planning Commission

Agenda #: a

From: Community Development Director Tony Konkol

File Type: Planning

SUBJECT:

Worksession to discuss concerns of the Barclay Hills Neighborhood Association

RECOMMENDED ACTION (Motion):

None.

BACKGROUND:

On June 11, 2012, the Barclay Hills Neighborhood Association (BHNA) requested a worksession with the Planning Commission to review zoning, land use and traffic concerns within the boundaries of the Barclay Hills neighborhood (Attachment 1).

Also attached is a staff memorandum that was prepared in 2010 to explain development and zoning concerns in the R-2 zone district in the vicinity of Mountain View Street, Cedar Lane and Holmes Lane (Attachment 2). Additionally, attached are staff emails and correspondence with the BHNA with respect to traffic concerns (Attachment 3).

BUDGET IMPACT:

Amount:

FY(s):

Funding Source:

Tony Konkol

From: clpies@aol.com
Sent: Thursday, August 23, 2012 5:02 PM
To: Tony Konkol
Cc: Lhliegel@aol.com; flywpwhite@msn.com
Subject: From Catherine Pieslewicz Re: Barclay Hills Neighborhood Association Zoning Issue
Attachments: Truck_blocking_Mt_View.jpg; traffic_report_Item_V-C-a_Molalla_Ave.txt; traffic_report_Item_V-C-a_Molalla_Ave.pdf; List_On_Mt_View_Traffic_Risen[1].pdf; Traffic_Map.pdf

August 23, 2012

City of Oregon City
Community Development Director

Dear Mr. Konkol,

Thank you for your call last week. I have attached the documentation that you requested. My understanding is that the Barclay Hills Neighborhood Association (BHNA) Traffic Committee spoke with John Lewis at Public Works. The BHNA Traffic Committee presented the Association's concerns to the Oregon City Traffic Advisory Committee (TAC). Subsequently, the TAC conducted a study but it only focused on the Molalla-Barclay Hills intersection and the crosswalk at this intersection. I have attached these documents for your review.

Unfortunately, the TAC report had several deficiencies, pertaining to general BHNA concerns:

- the report did not look at the Mountain View, Pleasant Ave., or Mt. Hood St. intersections with Molalla Ave;
- It did not take into account the bus stops or the crosswalk on Mountain View or the bus stop at Barclay Hills; and
- there is no mention of the fact that traffic coming up Molalla (south bound) is on a blind curve at the Intersection of Pleasant Molalla and Mt. Hood.

I have attached a PDF file titled Traffic Map to show these points.

I will attend the Sept. 10th work session with the Planning Committee. If this date changes, please let me know. If you need any additional information, my contact information is listed below. Thank you for your time and attention to this matter.

Sincerely,
Catherine Pieslewicz
503-557-2297
clpies@aol.com

Tony Konkol

From: Walter White [flywpwhite@msn.com]
Sent: Thursday, August 30, 2012 9:43 AM
To: clpies@aol.com; Tony Konkol
Cc: Lhliegel@aol.com; oregonotis@gmail.com
Subject: RE: From Catherine Pieslewicz Re: Barclay Hills Neighborhood Association Zoning Issue

Hi Tony –

Thank you for helping us with the Zoning issues in the Barclay Hills Neighborhood.

In addition to Catherine's excellent points noted below, it is important to know that the majority of actual traffic accidents that keep happening at the Molalla/Barclay Hills Dr/Mt. View intersections are minor accidents that most times don't even get recorded. The Kittelson analysis told us there wasn't enough "Crash Data" to support addressing these issues. Drivers are obviously deciding not to contact the Police and document these fender benders due to insurance reasons. The truth is, these fender benders are happening, and frequently.

John Lewis has been very helpful explaining the challenges and offering one solution to the BHD/Molalla Ave intersection problems. During the road repaving planned for Barclay Hills Drive next month, the sidewalk at the Northeast corner of BHD/Molalla Ave will be narrowed to allow for a larger BHD and for some arrows allowing left and right turns at the same time from BHD onto Molalla Ave. However, no solutions to the Mt. View /Molalla intersection problems have been offered or planned. To give you an idea of how common the accidents are at these intersections, within 2 weeks of John's last presentation at our Neighborhood Meeting, our Neighborhood Secretary was rear-ended in a fender bender at that intersection. Then a few days later I watched a fender bender happen at the cross walk at BHD/Molalla when a pedestrian in the middle of the crosswalk motioned a car forward who then slammed on his brakes and the driver behind him rear-ended him. I think we would all be shocked at the actual numbers of fender benders happening.

One other note is that Nancy Kraushaar and I discussed these ongoing problems as well. She mentioned that there was the possibility of the BHD/Molalla intersection getting a lighted pedestrian crosswalk as part of some funding coming her way for three of those types of crosswalks. We still hope that could happen soon.

Overall, my point is to emphasize what Catherine has noted with her research, and that is that the current zoning in the Mt. View/Cedar area could allow for large multi-family apartment buildings, which would greatly increase the traffic at these two problem intersections. We need a zoning change to ensure that doesn't happen, unless the developer and the city were to build new roads, modify existing ones, seriously invest in lighted crosswalks, move bus stops, etc.... to ensure a safe traffic situation for our neighborhood.

Thank you again for your ongoing assistance.

Walter White
Vice-Chair
Barclay Hills Neighborhood



TECHNICAL MEMORANDUM

Molalla Avenue at Barclay Hills Drive Intersection

Response to Edith E. Risen's Issues

Date:	January 2, 2012	Project #: 10323.4
To:	Nancy Kraushaar, P.E., City of Oregon City	
From:	Hermanus Steyn, Pr.Eng., P.E. and Charles Radosta, P.E.	

This memorandum provides preliminary responses to the attached letter from Edith E. Risen addressing 10 identified issues at the Mountain View Street and Barclay Hills Drive intersections with Molalla Avenue. It should be noted that while many of these issues fall outside our original study area for the Molalla Avenue/Barclays Hills Drive intersection, we provided responses based on our experience in the transportation industry.

The issues are provided in standard text followed by responses in *italics* text.

- 1) Convert the existing two-way left-turn (TWLT) lane to back-to-back left-turns serving Mountain View Street and Barclays Hills Drive intersection, respectively

- *This suggestion would be infeasible due to the limited available space (approximately 70 feet) between the intersections for vehicle storage. In addition, the introduction of double yellow lines would force the majority of the drivers to queue in the through lane resulting in additional delay and safety issues along Molalla Avenue, or encourage illegal maneuvers by crossing the double yellow lines. As highlighted, the conversion from the TWLT lane to back-to-back left-turns would likely introduce other safety issues.*

- 2) Provide "Right-out Only" signage at the Chevron Gas Station southernmost access

We understand the concern about motorists going across Molalla Avenue from the gas station to Barclay Hills Drive; however, there is no crash data that indicates that this is a safety issue. Since this would mostly represent drivers from the isolated

neighborhoods, it is suggested to communicate this safety concern to the residential owners as part of the public outreach suggested in the Molalla Avenue/Barclay Hills Drive intersection evaluation.

3) Provide "Right-out Only" signage at the Barclay Hills Drive intersection

- *Again, we understand the concern about motorists going across Molalla Avenue from the Barclay Hills Drive to the gas station; however, there is no crash data that indicates that this is a safety issue. Barclay Hills Drive serves isolated neighborhoods and limiting their access would be inappropriate. Prohibiting westbound lefts from Barclay Hills Drive would force traffic to divert to the Hilda Street signal on Molalla Avenue. Again, conducting a public outreach communicating safety concerns associated with specific driver behavior would be appropriate.*

4) Prohibit pedestrian crossing at Molalla Avenue/Mountain View Street intersection

- *Legal crosswalks do exist at all the public street intersections and thus crossings may occur at the Molalla Avenue/Mountain View Street intersection requiring motorists to stop for pedestrians. Closing crosswalks would limit pedestrian accessibility which is inconsistent with the Americans with Disability Act (ADA) regulations.*

5) Extend double yellow striping along Mountain View Street to approximately 150 feet

- *Extending the double yellow striping does not legally prohibit left-turns across the double yellow. The City may consider prohibiting on-street parking to improve maneuverability along Mountain View Street.*

6) Address on-street truck delivery parking along Mountain View Street by providing double yellow striping

- *As stated under #5, extending the double yellow striping does not legally prohibit left-turns across the double yellow. The City may consider prohibiting on-street parking to address undesirable truck loading areas. However, the function of Mountain View Street is to serve local businesses (i.e., accesses and parking) to minimize friction along Molalla Avenue.*

7) Prohibit advertisement at the Grocery Outlet driveway on Molalla Avenue

- *We assume that any advertisement at this driveway needs to be acceptable to the grocery owner. The City may consider following up with the owner to identify appropriate locations for advertisement.*

8) Prohibit left-turn from Carpet Shop onto Mountain View Street

- *There are many driveways throughout all cities that have challenges to exit during certain time periods. Based on principles outlined the Oregon Driver Manual, we all need to drive safely and courteously. It is infeasible to prohibit certain movements for this business to be sustainable.*

9) Direct Chevron destined motorists to use appropriate driveway

- *It is challenging and impossible to sign for random instances. Typically motorists use some judgment to use the appropriate driveway without causing an unsafe maneuver. Again, it would be inappropriate to prohibit certain movements due to the sustainability of the business. However, the City may consider working with the property owner to better define their respective driveways and potentially prohibit certain movements at their Molalla Avenue driveway closest to the Mountain View Street intersection.*

10) Prohibit pedestrian crossing north leg of Molalla Avenue/Mountain View Street intersection

- *As stated under #4, legal crosswalks do exist at all the public street intersections and thus crossings may occur across all legs of the Molalla Avenue/Mountain View Street intersection. The City provided a safer location at which to cross Molalla Avenue by providing a raised island and signage, but unfortunately the pedestrians will cross the road at whatever locations he/she elects.*

If any of the items addressed in this memorandum needs additional investigation, please let us know.

Molalla Avenue Intersection with Mountain View Street and Barclay Hills Drive

Part of the problem results from the turn lane for Mountain View Street and Barclay Hills Drive.

Problems [Suggestions for resolution in brackets]

1. Southbound cars fill turn lane with up to six cars at a time, preventing northbound cars from entering lane to turn left to MV St, more so in rush hour.
[Painted lines dividing turn lane into two equal parts are needed.]
2. Cars leave Chevron Station randomly, sometimes driving straight east across turn lane to Barclay Hills Drive, as they leave Molalla Ave exit.
[A sign saying "Right turn only" is needed at Chevron Molalla Av exit.]
3. Driver leaving Barclay Hills Drive crosses turn lane to enter Chevron Station at Molalla Avenue exit/entry.
[A sign saying "Right turn only" is needed on Barclay Hills Drive exit.]
4. When northbound driver can turn left to MV St he must avoid collision with pedestrians crossing from Chevron exit to Carpet Shop entrance, rather than using pedestrian crossing.
[A sign needed on North end of Chevron lot at exit advising pedestrians to use pedestrian crossing.]
5. If driver turning to MV St gets safely past driveway exits on each side, he may be stopped by a Carpet Shop truck parked at side door of Carpet Shop in driver's, right lane, further obstructing his safe passage.
[Yellow striping for 150 feet is needed on north side of MV St.]
6. Large beer trucks frequently park on south side of MV St next to Chevron Station for ease of making deliveries to Chevron and/or Mexican store.
[Yellow striping from Molalla Avenue to Canned Food Outlet exit is needed to stop this inconsiderate parking. Police do not respond to calls for citing such drivers, has been my personal experience, despite my complaints to Nancy Busch, to whom I was referred by City Hall.]
7. Teenagers putting on a car wash at ^{Grocery Outlet} ~~Canned Food~~ stand on sidewalk holding large signs to southbound drivers, distracting driver's attention from pedestrians in walk, even giving the impression of a pedestrian waiting to cross.
[Prohibit all attention-getting advertising in this location.]
8. Drivers turn left from Carpet Shop to MV St as a car from Molalla Ave turns left into MV St. This is potentially a very grave danger of collision.
[Driver from Carpet Shop should not turn onto MV St when a car in turn lane is trying to turn onto MV St.]
9. Southbound drivers turn left into MV St to enter Chevron Station from MV St but cannot enter the Chevron entrance because cars in left turn lane or in right lane are waiting to exit to Molalla Avenue.
[Such driver should go around Chevron Station to use south entrance.]
10. Pedestrians cross Molalla Avenue at or north of MV St rather than walking to pedestrian crossing designed for this need.
[Such pedestrians should be cited with the highest penalty given for this type of reckless action.]



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

TECHNICAL MEMORANDUM

Molalla Avenue at Barclay Hills Drive Intersection

Safety Assessment

Date: January 2 2012

Project #: 10323.4

To: Nancy Kraushaar, City of Oregon City

From: Hermanus Steyn, Pr.Eng., P.E. and Charles Radosta, P.E.

This memorandum provides a summary of the existing roadway and operational characteristics of the intersection of Molalla Avenue and Barclay Hills Drive and addresses safety concerns related to westbound left turning vehicles.

Safety Concern

Barclay Hills Drive intersects with Molalla Avenue at a slightly-skewed T-intersection. Since the south leg of Molalla Avenue has a raised median, left-turning vehicles from Barclay Hills Drive are required to find simultaneous gaps in both directions rather than make a traditional two-stage left-turn.



The public has raised concerns about the difficulty to complete this westbound left-turn. No additional crash data was available to confirm safety issues at this intersection.

Existing Conditions

Molalla Avenue is a three-lane arterial with an average daily traffic (ADT) of approximately 19,200 (year 2008 counts) that serves as a north-south connector between residential and commercial areas of Oregon City. Figure 1 shows a vicinity map of



the intersection. Barclay Hills Drive is a two-lane local road with an ADT of approximately 3,300 (year 2008 counts) serving several residential areas to the east and northeast. Barclay Hills Drive is one of three roads connecting this residential community to Molalla Avenue; Mt. Hood Street and Hilda Street being the other two connections.

To the north of this intersection, Molalla Avenue has a two-way center-turn lane, and immediately south of the intersection a landscaped median provides a pedestrian refuge for an unsignalized crossing. There are bicycle lanes on Molalla Avenue in both directions. The speed limit along Molalla Avenue is 30 miles per hour. TriMet bus stops exist on either side of the north leg of Molalla.



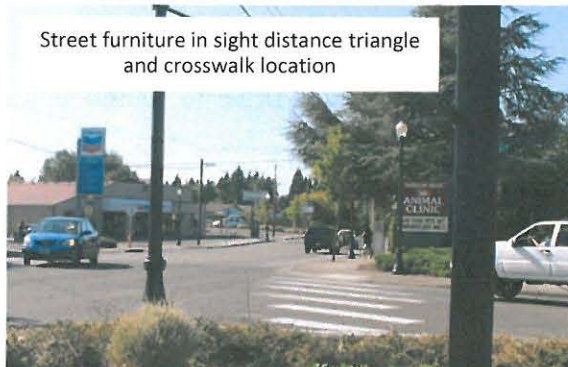
Field Observations

On August 2nd, Kittelson staff conducted site visits during the morning and the evening peak period to observe operations in the vicinity of the intersection.

- During the morning peak period, there were often long queues on Molalla Avenue at the Hilda Street signal but they cleared during each signal cycle. Vehicles turning left from Barclay Hills Drive could find a gap with limited delay.
- During the evening peak period, vehicles turning left from Barclay Hills Drive had longer delays compared to the morning peak period. A common contributor to delay for left-turning vehicles on Barclay Hills Drive were vehicles in the two-way center-turn lane going from Molalla Avenue southbound to Barclay Hills Drive eastbound or from Molalla Avenue northbound to the Chevron gas station on the west side of Molalla.



- While motorists from the west side (Chevron gas station) can complete a two-stage left by using the two-way center-turn lane, motorists from Barclay Hills Drive need to find a gap in both directions.
- Drivers turning in either direction from Barclay Hills had to creep forward past the stop bar and across the striped crosswalk to adequately evaluate whether a gap was acceptable in both directions to pull into traffic.



- During the morning and evening peak periods, the pedestrian crossing and refuge area were frequently used and it appears that the currently location is appropriately located based on the natural walking paths and other site constraints.
- Several bicycles were observed to travel along both the designated bicycle lanes and the sidewalk facilities.



Considerations for Potential Improvements

There are a couple of options that could be considered to allow left-turning vehicles entering Molalla from Barclay Hills to complete their turn to continue south on Molalla Avenue.

OPTION #1 – REMOVE REFUCED RAISED MEDIAN

Consideration was given to removing or relocating the pedestrian crosswalk and refuge, and installing a two-way left-turn lane.

- **Removing:** Vehicles making a left from eastbound Barclay Hills Drive to southbound Molalla Avenue would be able to make a two-stage left turn with a lower likelihood of delay. However, the existing crossing locations is used frequently and located in an appropriate location based on natural pedestrian travel paths and the surrounding site constraints.
- **Relocating:** Consideration was given to move the striped crosswalk to the south, just north of the Grocery Outlet right-in/right-out access. A legal crosswalk will still exist at the Barclay Hills Drive intersection and having another striped crosswalk approximately 50 feet away would be undesirable. In addition from a safety point of view, removing the refuge island at the intersection would expose pedestrians who will continue to cross along their existing natural walking paths.

These modifications appear cost prohibitive and are not recommended.

OPTION #2 – PUBLIC OUTREACH AND EDUCATION

Consider developing a public outreach campaign aimed at the residential communities to the east of Alder Street encouraging drivers to use Hilda Street instead of Barclay Hills Drive for access onto Molalla Avenue to travel south. The Hilda Street/Molalla Avenue is signalized, and would provide an alternate route onto southbound Molalla Avenue from the residential areas. Motorists will have a choice to continue using the Barclay Hills Drive intersection, or divert to Hilda Street. Figure 2 illustrates the transportation network and the potential trip diversion to access at the Hilda Street signal. The isolated neighborhoods to east and northeast of intersection should be reminded of the signalized intersection at Hilda Street.

No turning movement counts were available at the Hilda Street/Molalla Avenue intersection to review the traffic operations at the signalized intersection, but the number of potential diverted traffic to the signal would have a negligible affect on the intersection operations.

The existing width of Barclay Hills Drive in the vicinity of the intersection is approximately 30 feet. Consideration can be given to re-stripe this approach to allow for a three-lane cross section having left- & right-turn westbound lanes and one eastbound lane with widths of approximately 10 feet. Narrower lanes in this location may be appropriate given the residential uses served by this facility; however, vehicles will be making turns that typically requires more space to complete their respective maneuvers.

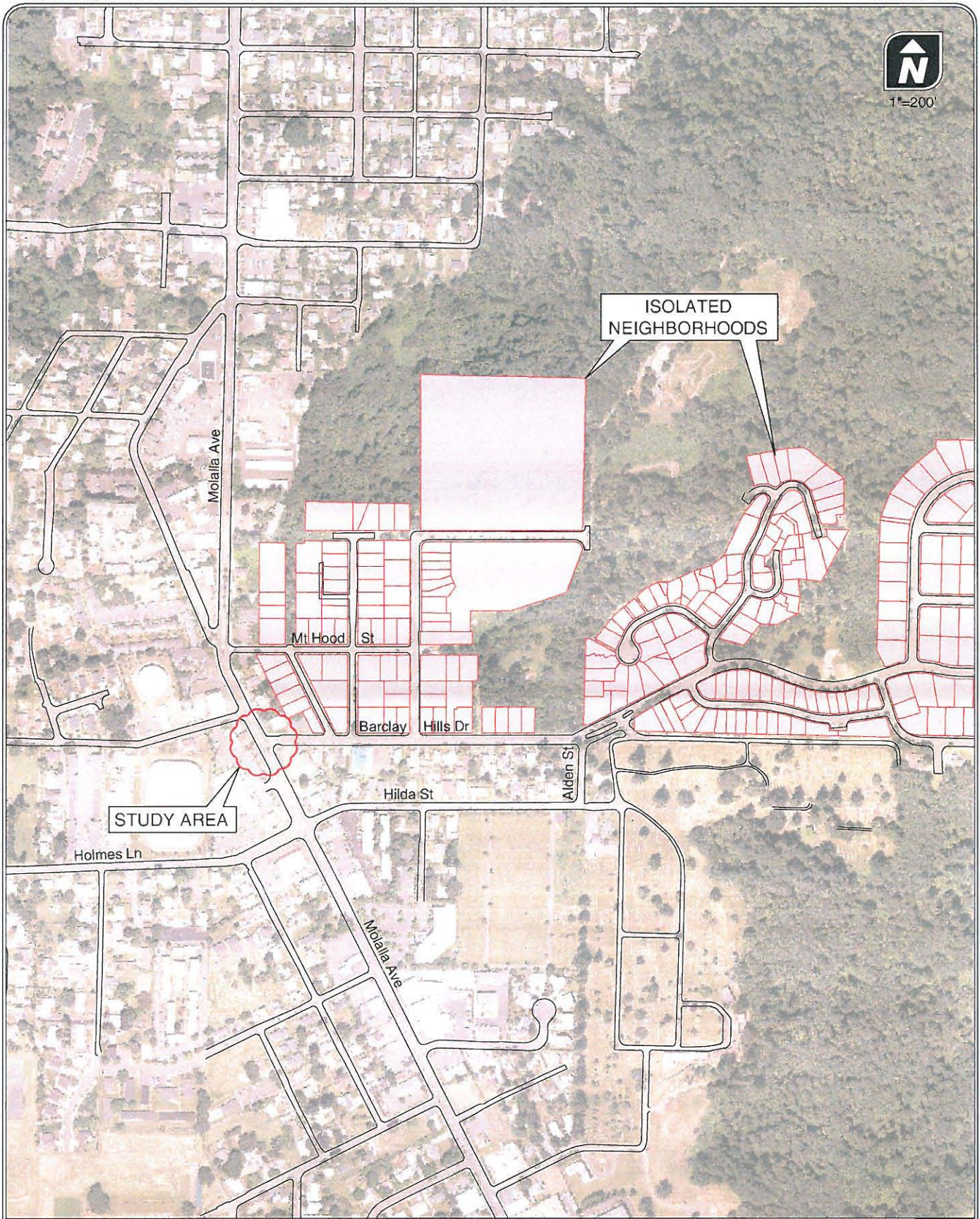
In addition, the City may consider working with property owners and the neighborhood association to minimize private sign obstructions within the vision triangles to improve intersection sight distance.

Recommendations

We recommend the City pursue the second option with the possibility of restriping Barclay Hills approach to a three lane cross section and clearing the intersection sight distance triangles. Converting the constructed and well-utilized pedestrian crosswalk into a two-way left turn lane would be costly and would deprive the pedestrians of a safe and accessible place to cross Molalla Avenue. Rather, it is advised that the City reach out to the residents of the eastern and northeastern neighborhood to use the signalized intersection at Hilda Street for an alternate access to southbound Molalla Avenue. Even though this could result in extra trip length for vehicles, it will likely decrease their delay in making the left turn and reduce the probability of crashes because the turn movements are occurring at a signal.



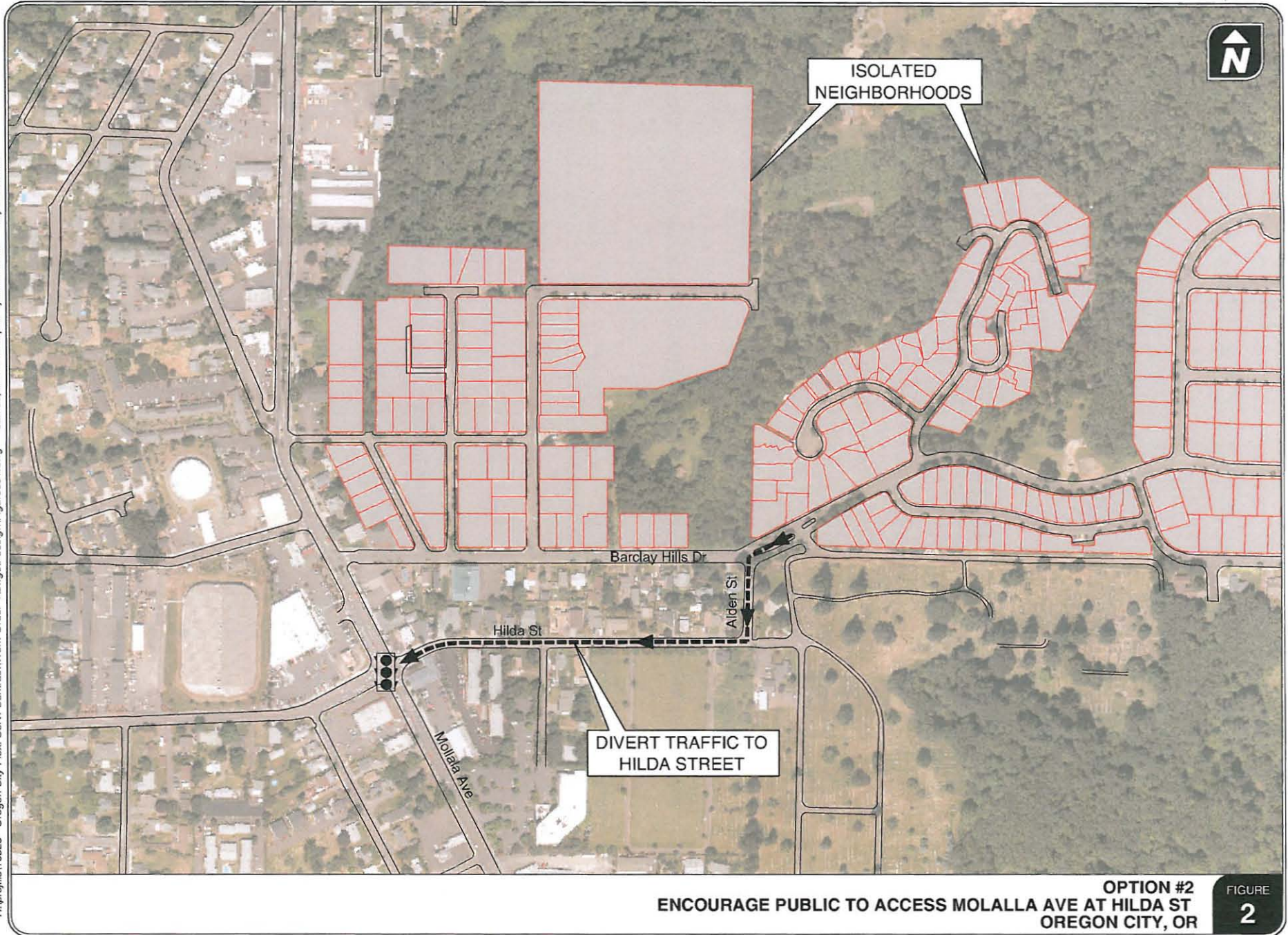
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STUDY VICINITY MAP
MOLALLA AVENUE / BARCLAY HILLS DRIVE INTERSECTION
OREGON CITY, OR

FIGURE
1

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OPTION #2
ENCOURAGE PUBLIC TO ACCESS MOLALLA AVE AT HILDA ST
OREGON CITY, OR

FIGURE
2

Molalla Avenue Intersection with Mountain View Street and Barclay Hills Drive

Part of the problem results from the turn lane for Mountain View Street and Barclay Hills Drive.

Problems [Suggestions for resolution in brackets]

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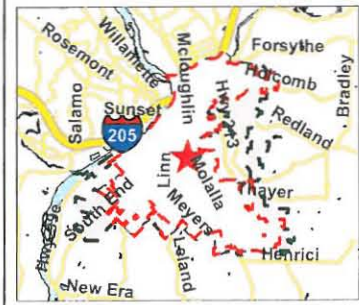
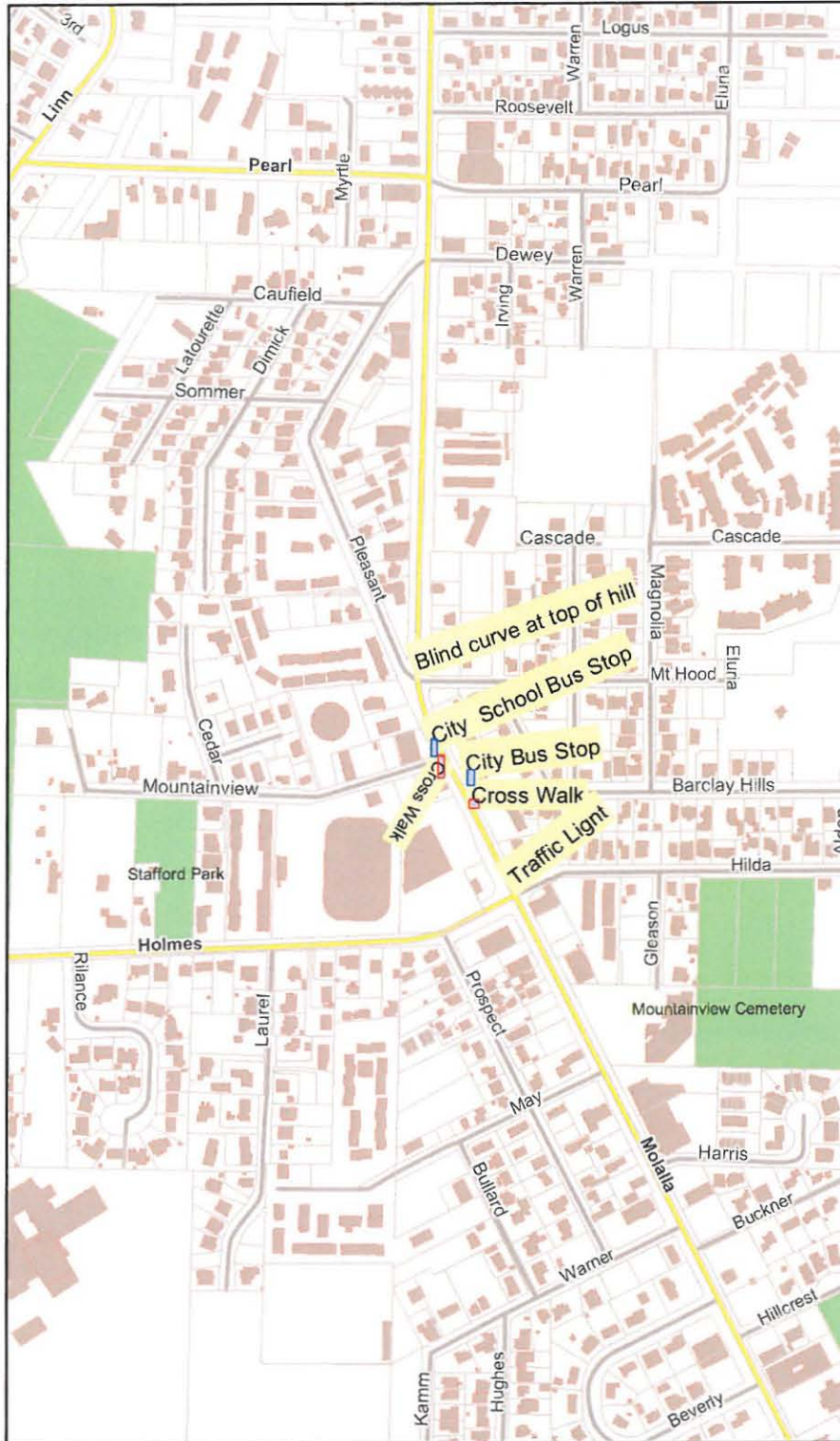
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[Such pedestrians should be cited with the highest penalty given for this type of reckless action.]

Molalla to Holmes



Legend

- City Limits
- UGB
- Parcels
- Parks
- EXISTING
- FUTURE
- Buildings
- Highways
- Major Streets
- Other Streets
- Rivers



Scale: 1:6,703





Regarding Redevelopment of R-2 Multi-Family zoned properties in the vicinity of Mountain View Street, Cedar Lane, and Holmes Lane

(Last Updated March 2010)

Background

Oregon City planning and engineering staff has received numerous inquiries from interested parties regarding R-2 multi-family zoned properties in the vicinity of Mountain View Street, Cedar Lane, and Holmes Lane (See attached exhibit). These parcels total approximately 9 acres of land. Redevelopment of these parcels presents specific challenges due to existing development patterns and availability of public utilities, notably sanitary sewer. Redevelopment of any one parcel in this area is dependent on coordinating plans for redevelopment of abutting properties as well. In order to reduce staff time spent responding to redundant inquiries regarding these parcels, staff has prepared the following information free of charge to help potential developers of these properties conduct their due diligence.

Potential applicants requesting more detailed information regarding specific development proposals in this area should apply for a Pre-application Conference with the Community Development staff. It is also recommended that potential developers of these properties work with adjacent property owners to coordinate logical street, sanitary sewer, water, and storm sewer improvements.

Zoning

The R-2 development standards are in OCMC [Chapter 17.18 - R-2 MULTI-FAMILY DWELLING DISTRICT](#). This is the city's highest density residential zone district. It permits residential uses at a density of one dwelling unit per two thousand square feet of property, as multifamily housing.

The Oregon City Zoning Code defines multi-family residential units as a structure located on one tax lot and containing three or more dwelling units in any vertical or horizontal arrangement.

Overlay Zones

Development on the following parcels may require unstable slope and/or water quality and habitat resource review pursuant to OCMC 17.44 and OCMC 17.49.

<u>Parcel</u>	<u>Steep Slopes (>25%)</u>	<u>Natural Resources</u>
	<u>OCMC 17.44</u>	<u>OCMC 17.49</u>
3-2E-05BB-07700	N	Y
3-2E-06AA-00200	N	Y
3-2E-06AA-00201	Y	Y
3-2E-06AA-00300	N	N
3-2E-06AA-00400	N	Y
3-2E-06AA-00401	Y	Y
3-2E-06AA-00500	N	N
3-2E-06AA-00600	Y	Y



3-2E-06AA-00700	Y	Y
3-2E-06AA-00901	N	Y
(Source: OCMAP 2010)		

Sanitary Sewer

This area is currently not served by sewer due to a lack of development. Typically, the existing homes in this area were built from the 1920's through the 1960's and the city at that time did not have available gravity sewer in the vicinity and the fact that most of this property lies lower than the surrounding terrain with the exception of Singer Park to the west. The nearest sanitary sewer gravity line is uphill to the east in Mountainview Street. The most logical gravity solution is through Singer Park to Linn Avenue, a distance of over 1,400 feet through a park with many trees and severe terrain. One of the reasons the area is zoned R-2 is to allow developers to recover the cost of making the required sewer improvement upgrades necessary to serve this area through higher density zoning.

Specific sewer requirements would require obtaining Planning approval to install a gravity sanitary sewer line through Singer Park to Linn Avenue and Development Services civil plan approval to build it. It is thought to be an obvious Local Improvement District (OCMC 3.08) or Reimbursement District (OCMC 3.20)-type of project, funding-wise.

Water

Specific water requirements would follow normal development criteria to install 8-inch water lines in all public streets and ensure looping to eliminate dead-end lines.

Development Review Process

R-2 zoning allows for development of multifamily housing. If land division is proposed to split off and sell lots, subdivision or partition review is required pursuant to the standards of OCMC 12.04, 16.04, 16.08, 16.12 and 16.16.

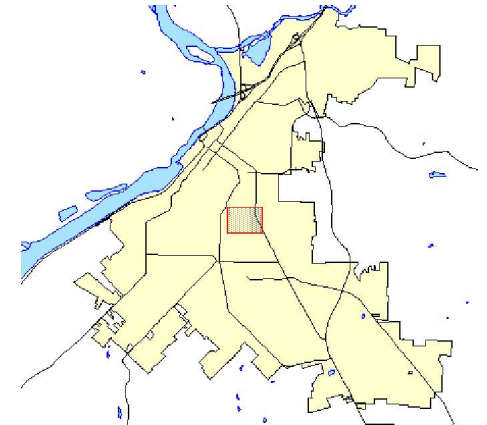
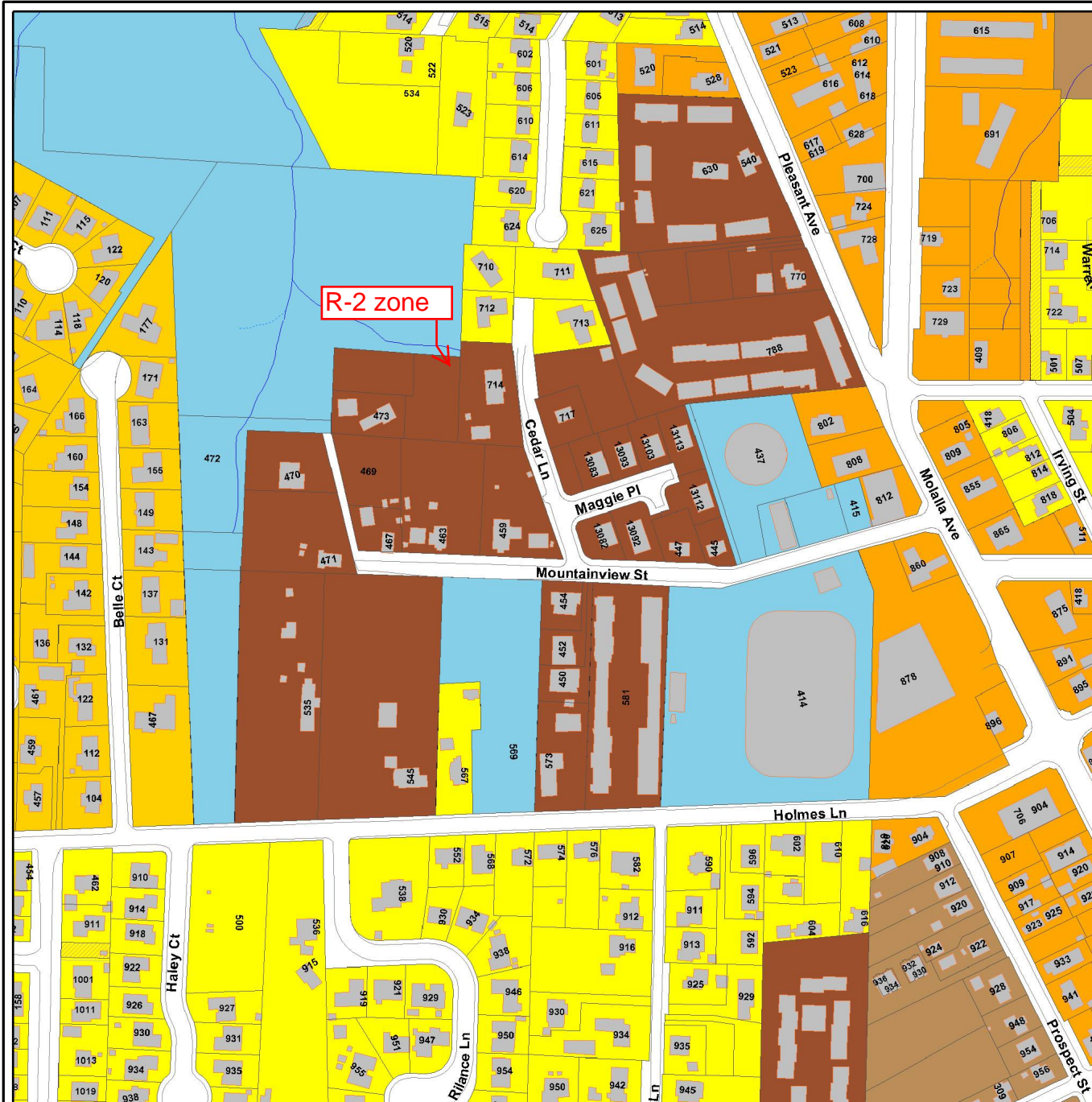
Development of multifamily sites requires Site Plan and Design review pursuant to the standards of OCMC chapter 17.62 (subsection 17.62.057 in particular has specific design standards for multi-family development).

Subdivision, Partition and Site Plan and Design Review are Type II land use processes reviewed by staff.

Street Connectivity Requirements

The city requires that subdivision, partition and site plan and design review applications provide dedicated public rights-of-way and street improvements pursuant to the City's Transportation System Plan and Street Design Standards in OCMC Chapter 12.04. Multi-family sites on smaller parcels must provide adequate site circulation that meets off-street parking and loading standards. Public alleys are required in the R-2 Multi-family Dwelling District.

Mountain View St and Vicinity



4



City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
(503) 657-0891
www.orcity.org

This map is not suitable for survey, engineering, legal, or navigation purposes. Errors and omissions may exist.

Map created with OCMapp 2010

12/07/2010

Barclay Hills Neighborhood Association

Oregon City Planning Commission
221 Molalla Ave. Suite 200
Oregon City, OR 97045
June 11, 2012

Dear Oregon City Planning Commission Members:

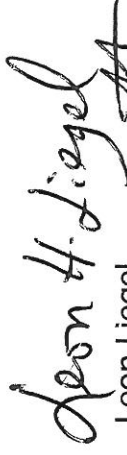
We are writing on behalf of the Barclay Hills Neighborhood Association. Our Association's Land Use Committee reviewed the Oregon City's zoning and land use within the boundaries of our neighborhood. We are concerned because our review shows a large concentration of high density zoning within the boundaries of the Barclay Hills Neighborhood. One specific concern is the area along Mountain View (a dead end street) and the two roads Cedar Lane and Maggie Place that feed into Mountain View. This area now has inadequate infrastructure (sewer, water, transportation, limited ingress/egress onto Mountain View/Molalla Avenue) required for the existing zoning designation.

The Barclay Hills Neighborhood Association requests a work session be scheduled sometime in July to revisit and review the land use and zoning designations for the Barclay Hills Neighborhood. A work session would allow our Land Use Committee an opportunity to provide more detailed information regarding the potential impacts of significant increase in already congested traffic at the intersection of Molalla Ave. and Mountain View St. In addition, a work session will allow discussion of the current and potential impacts to the watershed and drainage basin of Singer Creek and, subsequently, the Willamette River into which the creek drains.

Sincerely,



Catherine Pieslewicz
BHNA Land Use Committee

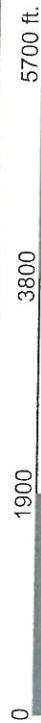


Leon Liegel
BHNA Land Use Committee



Walter White
BHNA Vice-Chair & Land Use Committee
barclayhillsna@gmail.com

City of Oregon City
P.O. Box 3040, 625 Center St
Oregon City, OR 97045
(503) 657-0091
www.ci.oregon-city.or.us

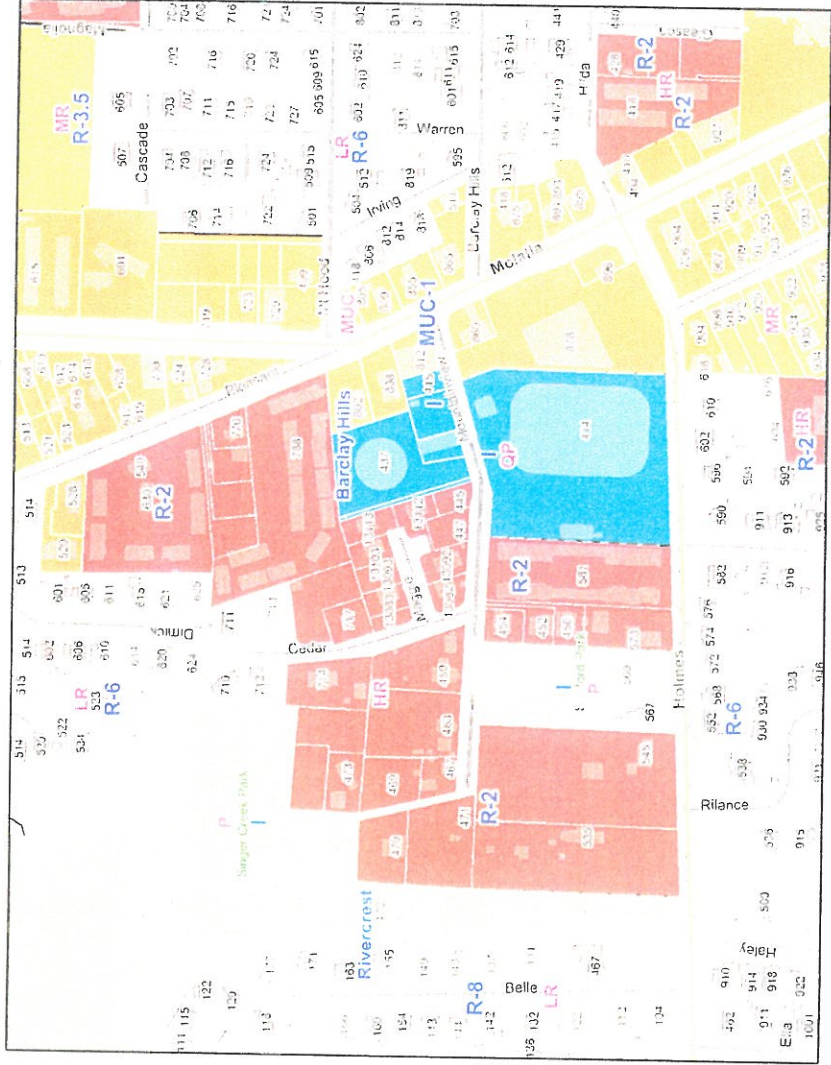


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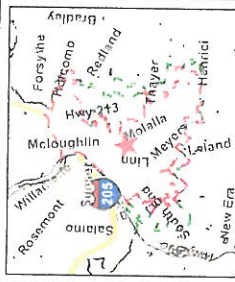
City of Oregon City
P.O. Box 3040, 825 Center St
Oregon City, OR 97045
(503) 837-1891
www.cityoforegoncity.or.us

Mountain View Zoning



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Notes: Molalla, Pleasant, Mountain View, Barclay Hills



Legend

- City Limits
- UGB
- Parcels
- Parks
- Buildings
- Highways
- Major Streets
- Other Streets
- Rivers
- Comprehensive Plan
- C
- FUT URBAN
- HR
- I
- LR
- MR
- MUC
- MUD
- MUE
- P
- QP
- Zoning
- C
- CI
- County
- FU-10
- GI
- HC
- I
- MUC-1
- MUC-2
- MUD
- MUE
- R-10

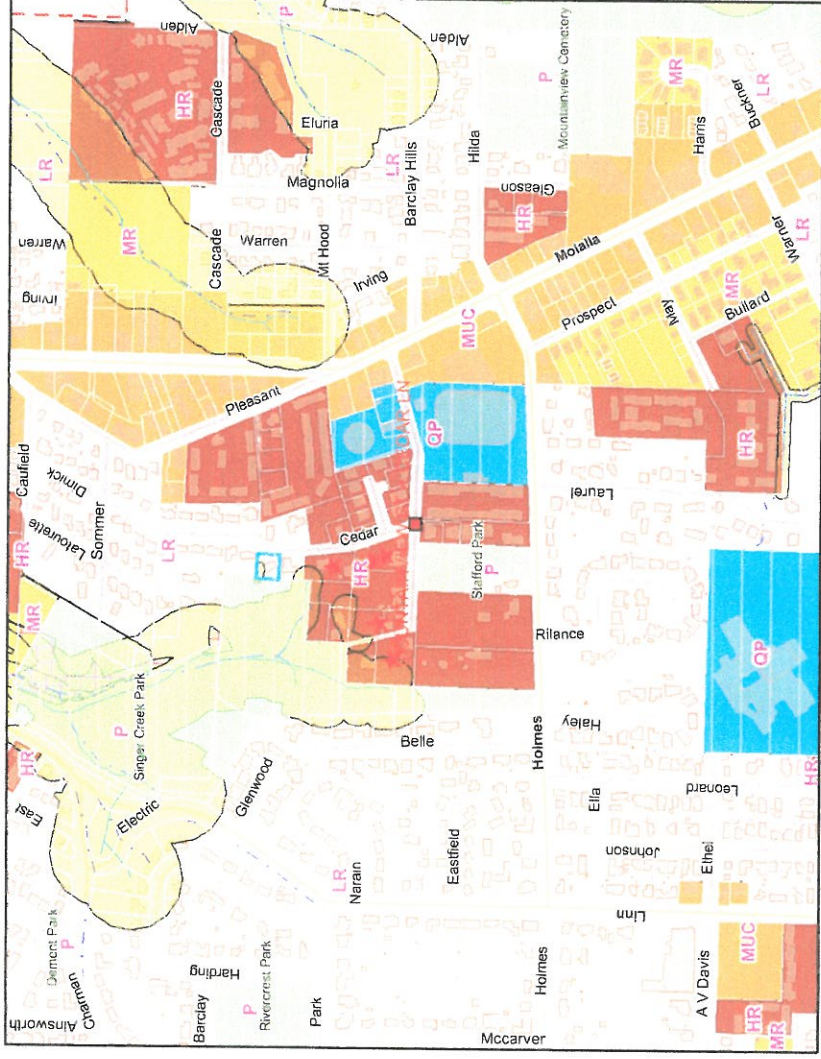


Scale: 1:4,100

2009

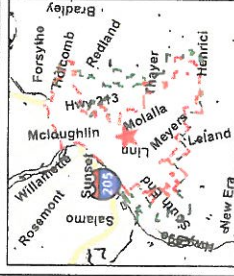
City of Oregon City
P.O. Box 3940, 625 Center St
Oregon City, OR 97045
(503) 657-0801
www.ci.oregon-city.or.us

Mountain View Comprehensive plan and water over lays



0 700 1400 2100 ft.

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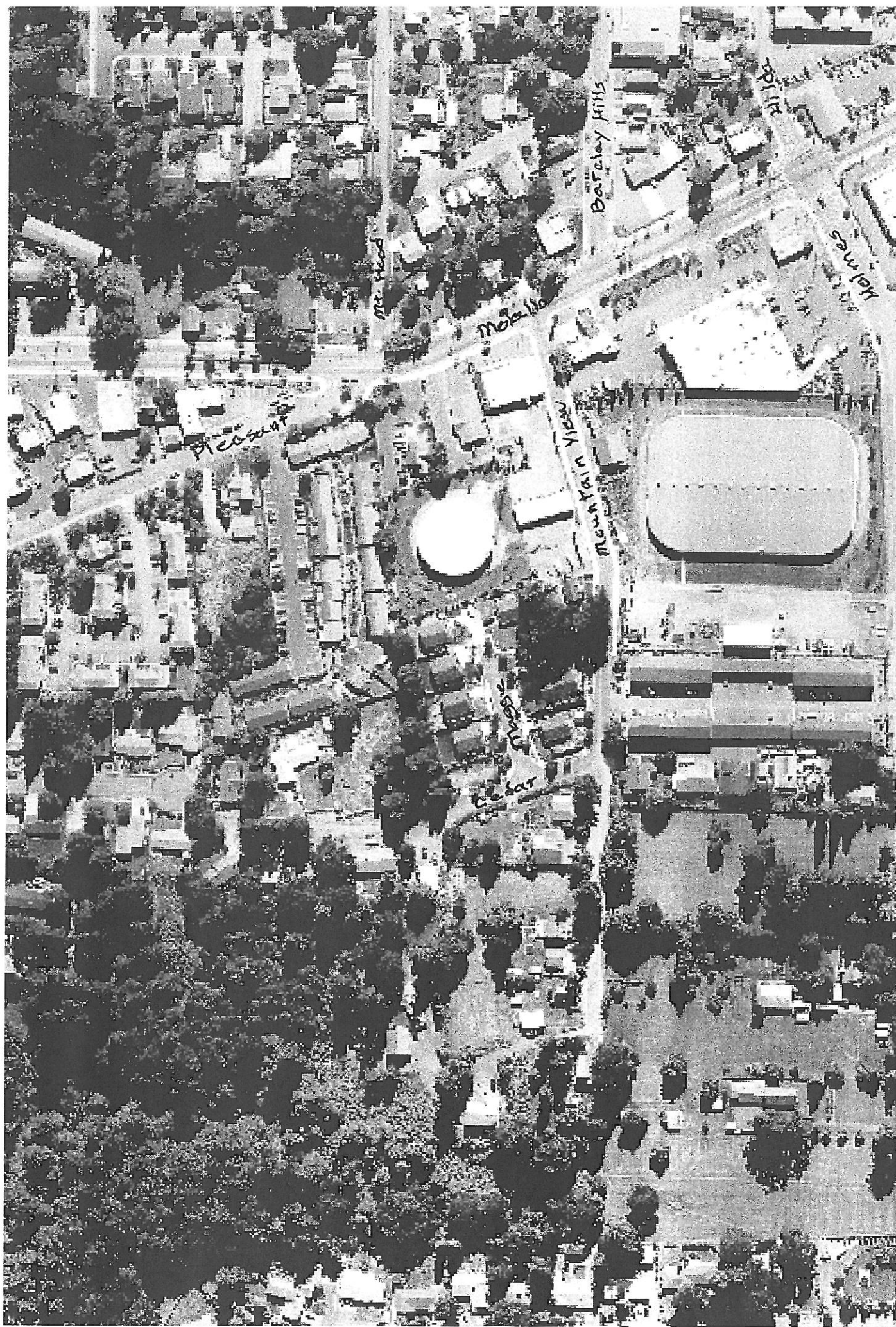


Legend

- City Limits
- UGB
- Parcels
- Parks
- Streams 303d
- Streams
- Riparian Areas
- NROD
- 100 yr. floodplain
- Buildings
- Highways
- Major Streets
- Other Streets
- Rivers
- Wetlands
- Comprehensive Plan
- C FUT URBAN
- HR
- I
- LR
- MR
- MUC
- MUD
- MUE
- P
- QP



Scale: 1:7,029



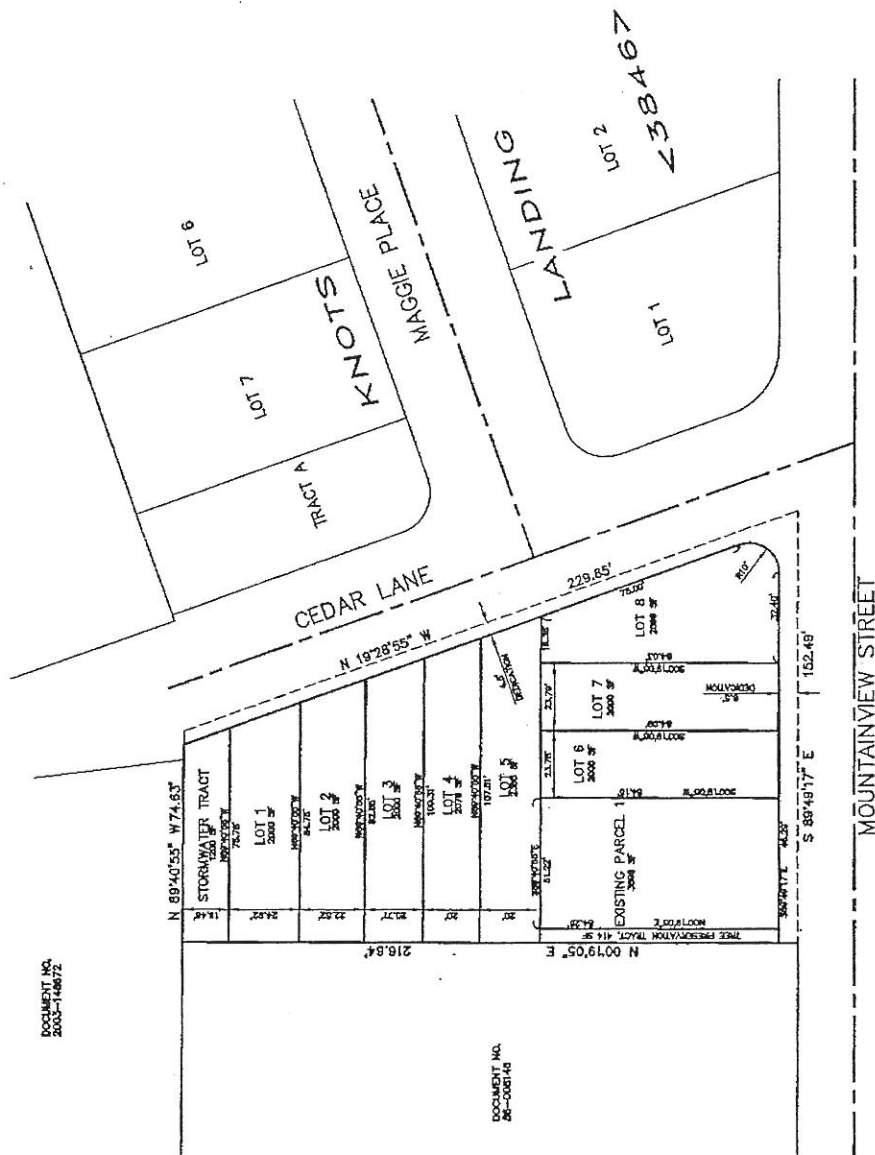


GRAPHIC SCALE



DOCUMENT NO.
2003-148672

DOCUMENT NO.
26-008140



PROPOSED FUTURE PLAT

DATE: 10/27/2008

PROPOSED 2 LOT PARTITION
LOCATED AT 459 MOUNTAIN VIEW STREET
OREGON CITY, OREGON 97045

SHAWN WHITE
459 MOUNTAIN VIEW STREET
OREGON CITY, OREGON 97045

SHAWN WHITE, JR. & DAUGHTER
459 MOUNTAIN VIEW STREET
OREGON CITY, OREGON 97045

FDG
FINDOOR DESIGN GROUP, LLC
DESIGNING & CONSTRUCTING PLANNING

DATE	NO.	REVISION	PREPARED BY	DATE	CHECKED BY	DATE	CHECKED BY
			SHAWN WHITE	10/27/2008	SHAWN WHITE	10/27/2008	SHAWN WHITE

2009

1/1