

Community Development - Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

City Commission Findings

FILE NUMBER: ZC 15-04: Zone Change

PZ 15-02: Amendment to the Comprehensive Plan

CP 15-02: Master Plan Amendment

CONDITIONS OF APPROVAL Files ZC 15-04, PZ 15-02 and CP 15-02

(DS) = Verify that condition of approval has been met with the Development Services Division. (P) = Verify that condition of approval has been met with the Planning Division.

Prior to Issuance of a Permit associated with the Proposed Development:

- 1. Future development shall comply with Planning file CP 11-01 and any amendments within this application. (P & DS)
- 2. Upon submission of a Detailed Development Plan for the adjacent property, the design and construction of the adjacent public improvements shall be analyzed and implemented prior to issuance of permits. (DS)
- 3. Prior to issuance of permits associated with a Detailed Development Plan the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. (P)

I. ANALYSIS AND FINDINGS:

CHAPTER 17.12 - "R-6" SINGLE-FAMILY DWELLING DISTRICT

Finding: Not Applicable. Portions of the subject site are currently within the "R-6" Single-Family Dwelling District. The applicant has proposed to change the zoning designation of the site to "MUC-2" Mixed-Use Corridor District. The standards within this criterion are not applicable.

CHAPTER 17.31 - "MUE" MIXED USE EMPLOYMENT DISTRICT

Finding: Complies as Proposed. A vast majority of the subject site is within the "MUE" Mixed Use Employment District, though the application includes a request to amend the zoning designation and Comprehensive Plan designation of 1714 and 1716 16th Street from "R-6" Single-Family Dwelling District to MUE. The zone change would accommodate the placement of a medical office building, a use permitted in OCMC 17.31.020.E. The Master Plan amendment will result in a campus-wide reduction from the approved 104,000 square feet of net, new building area to 84,000 - 89,000 square feet. With the increase in campus size and decrease in development square footage, the floor area ratio (FAR) will decrease from 0.61 to 0.55 - 0.56; nonetheless it will continue to exceed by more than twofold the minimum FAR of 0.25 as identified in OCMC 17.31.060.B. Compliance with the dimensional standards of the future building will be reviewed upon submittal of a development application.

CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS

17.68.010 Initiation of the Amendment.

Page 1 of 27 ZC 15-04, PZ 15-02 and CP 15-02

A text amendment to this title or the Comprehensive Plan, or an amendment to the zoning map or the Comprehensive Plan map, may be initiated by:

- A. A resolution request by the City Commission;
- B. An official proposal by the Planning Commission;
- C. An application to the Planning Division presented on forms and accompanied by information prescribed by the planning commission.
- D. A Legislative request by the Planning Division

All requests for amendment or change in this title shall be referred to the Planning Commission.

Finding: Complies as Proposed. The applicant submitted this application to initiate a Zone Change and amendment to the Comprehensive Plan for the subject site in accordance with OCMC 17.68.010.c.

17.68.020.A *The proposal shall be consistent with the goals and policies of the comprehensive plan.* **Finding:** Please refer to the analysis below.

Goal 1: Citizen Involvement

Goal 1.1 Citizen Involvement Program Implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land-use decisionmaking process to enable citizens to consider and act upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.

Policy 1.1.1 - Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, PWF Medical Center Master Plan Modification and Comprehensive Plan/Zone Change Application 20 Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.

Goal 1.2 Community and Comprehensive Planning - Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning. Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

Goal 1.4 Community Involvement - Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.

Policy 1.4.1 - Notify citizens about community involvement opportunities when they occur.

Finding: Complies as Proposed. The applicant's responses indicate that multiple meetings were held with McLoughlin Neighborhood Association and that the project was presented to the Citizen Involvement Committee (CIC), prior to submittal of an application to the City.

Chapter 17.50 of the Oregon City Municipal Code includes provisions to ensure that citizens, neighborhood groups, affected property owners and the public have ample opportunity for participation in this application throughout the review process. The applicant met with the McLoughlin Neighborhood Association prior to submitting this application and once the application was deemed complete. Twice, the City noticed the application to property owners within 300 feet of the subject site, neighborhood associations, the Citizens Involvement Committee, a general circulation newspaper. In addition, the application was posted on the City's website. In addition, the applicant posted signs on the subject site. All interested persons have the opportunity to comment in writing or in person through the public hearing process. This policy is met.

Goal 2: Land Use

Goal 2.1: Ensure that property planned for residential, commercial, office and industrial uses is used efficiently and that land is developed following principles of sustainable development.

Finding: Complies with Condition. The applicant requested a Comprehensive Plan Amendment and Zone Change from "R-6" Single-Family Dwelling District to "MUE" Mixed Use Employment District as well as an amendment to the existing Providence Willamette Falls Master Plan to

include the site for use as a future medical office building. The proposal would utilize the residential properties in a manner which is more intensive and thus efficient than the current zoning designation and that the entire subject site can serve a variety of medical needs to the public in one location so less travel between facilities is needed. In addition, the applicant is investing in the existing location rather than abandoning the facility. This goal is met.

Goal 2.3: Corridors: Focus transit-oriented, higher intensity, mixed-use development along selected transit corridors.

Finding: Complies as Proposed. TriMet bus route 32 currently travels directly adjacent to the subject site on 16th Street and though the Providence Master Plan boundary on Division Street. The Master Plan amendment would replace two proposed medical office buildings (one of which is located further from a transit street) with a single medical office building directly adjacent to a transit street. Grant O'Connell, with TriMet submitted comments indicating that the proposal does not conflict with the agencies interests (Exhibit 7). This goal is met.

Goal 2.4: Neighborhood Livability - Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.

Policy 2.4.2 Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.

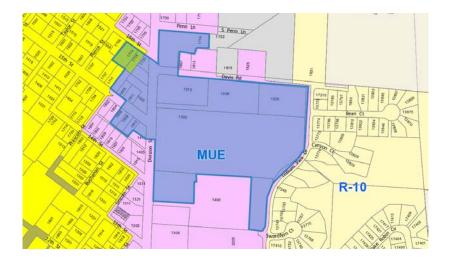
Policy 2.4.4 Where environmental constraints reduce the amount of buildable land, and/or where adjacent land differs in uses or density, implement Comprehensive Plan and zoning designations that encourage compatible transitional uses.

Policy 2.4.5 - Ensure a process is developed to prevent barriers in the development of neighborhood schools, senior and childcare facilities, parks, and other uses that serve the needs of the immediate area and the residents of Oregon City.

Finding: Complies as Proposed. The proposed application will not dramatically change the neighborhood. The proposal would expand the boundary of the Master Plan by approximately 0.53 of an acre within the MUE district and approximately 0.5 acres currently within the "LR" Low Density Residential Development Comprehensive Plan designation and the "R-6" Single-Family Dwelling District, an extremely small percentage of the 18.52 acre Master Plan site and of the 157 acres of MUE zoned properties within the City.

As shown on the zoning map below, a significant amount of land on the west side of Division Street is within the MUE district. Single-family homes are not a permitted use within the MUE district and the three homes within the MUE zone are presently legally nonconforming. The transition from a single-family dwelling to the proposed use would allow the site to comply with the permitted uses identified in MUE. The proposal provides certainty that the three properties currently within MUE will be developed with a parking lot and not a large medical office facility which is 60 feet in height. The applicant proposed to limit the medical office building to 2 stories in height and the Site Plan and Design Review requirements of the Oregon City Municipal Code assure that the proposed structure will be located near Division Street, likely providing a buffer between the medical office building and adjacent residential properties.

Current Zoning Map



The application includes the consolidation of two medical office buildings totaling 50,000 square feet into a single structure which is approximately 35,000 square feet. The applicant indicated that "The intent of this modification is to improve patient access to the West MOB while reducing parking impacts on McLoughlin neighborhood streets by locating parking in proximity to the West MOB. Moreover, the proposal will result in fewer traffic impacts and less parking demand overall from buildout of the master plan due to a net reduction of 15,000 sf of building space on campus" (Exhibit 2). In addition, the increase in available parking near the medical office building would likely decrease the amount of on-street parking throughout the neighborhood, especially as the facility grows with their master plan and existing on-site parking is replaced with structures.

The neighborhood is characterized by a mix of residential and nonresidential uses. The proposal would replace 2 homes within the R-6 single-family Dwelling District and 3 homes currently within the Mixed Use Employment District. The mixture of homes directly adjacent to nonresidential uses is common throughout the neighborhood. The new facility would provide better access to medical services and high wage jobs which would also benefit the neighborhood and be consistent with the nearby character. This goal is met.

Goal 2.7: Maintain the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for land-use development of the city by type, density and location.

Policy 2.7.1 Maintain a sufficient land supply within the city limits and the Urban Growth Boundary to meet local, regional, and state requirements for accommodating growth.

Policy 2.7.2 Use the following 11 land-use classifications on the Oregon City Comprehensive Plan Land-Use Map to determine the zoning classifications that may be applied to parcels:

Finding: Complies as Proposed. The proposal would expand the boundary of the Master Plan by approximately 0.53 of an acre within the MUE district and approximately 0.5 acres currently within the "LR" Low Density Residential Development Comprehensive Plan designation and the "R-6" Single-Family Dwelling District. As shown within this report, the amendment complies with the goals and policies of the Comprehensive Plan. In addition, the applicant indicated that "this proposal is consistent with this policy by reinforcing the role of the hospital in the community and focusing growth in an established location which will promote vibrancy and access to care while remaining compatible with the surrounding residential areas". This goal is met.

Goal 3: Agricultural Land: requires local governments "to preserve and maintain agricultural lands." **Finding: Not Applicable.** The subject site is within the Oregon City limits and is not designated as agricultural. This goal is not applicable.

Page 4 of 27 ZC 15-04, PZ 15-02 and CP 15-02

Goal 4: Forest Lands

Finding: Not Applicable. The subject site is within the Oregon City limits and is not designated as forest lands. This goal is not applicable.

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

Finding: Not Applicable. The Oregon City Municipal Code implements the principals of protecting fish and wildlife habitat as well as scenic vistas though the Natural Resource Overlay District as well as the Geologic Hazards Overlay District, which includes protection of sensitive lands. Though portions of the Master Plan boundary are within the Natural Resource Overlay District as well as the Geologic Hazards Overlay District, which will be addresses upon submittal of an application for development of the site, the proposed expansion area is not within any overlay district and does not contain a historic structure. The proposed zone change and comprehensive plan amendment do not amend or affect any City-designated open space, scenic and historic area, or natural resource inventories which have been previously deemed consistent with Statewide Planning Goal 5. The development proposal does not include construction onsite. Future development will include a public review process to verify compliance with all applicable standards within the Oregon City Municipal Code. There are no historic structures or resources located on or adjacent to the subject site. This goal is not applicable.

Goal 6: Quality of Air, Water and Land Resources

Goal 6.1 Air Quality- Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.1 Promote land-use patterns that reduce the need for distance travel by single-occupancy vehicles and increase opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education.

Finding: Complies as Proposed. This goal promotes land use patterns that reduce travel by single occupancy vehicles and promote travel by walking, bicycling, and transit to destinations including employment, shopping and education. The Providence Willamette Falls Medical Center provides a variety of employment opportunities for nearby residences and services which nearby residences would be accessible by bicycle, foot, or transit thus reducing the dependence on single occupancy vehicles. As the overall master plan building square footage will be decreased and the medical office uses will be consolidated in one location, no long term impacts on air quality or noise are anticipated. This goal is met.

Policy 6.1.4: Encourage the maintenance and improvement of the city's tree canopy to improve air quality.

Finding: Not Applicable. No tree removal is proposed with this application. The preservation and mitigation of trees is addressed upon submittal of Detailed Development application in Chapters 17.41, 17.44 and 17.49 of the Oregon City Municipal Code. Future development of the site will be reviewed upon submittal of a development application. This policy is not applicable.

Policy 6.2.1 Prevent erosion and restrict the discharge of sediments into surface and groundwater by requiring erosion prevention measures and sediment control practices.

Finding: Not Applicable. Future development of the site will be reviewed upon submittal of a development application, whereby standard erosion prevention and sediment control measures will be implemented during construction. No construction is proposed with this development application. This policy is not applicable.

Goal 6.3: Nightlighting: Protect the night skies above Oregon City and facilities that utilize the night sky, such as the Haggart Astronomical Observatory, while providing for nightlighting at appropriate levels to

ensure safety for residents, businesses, and users of transportation facilities, to reduce light trespass onto neighboring properties, to conserve energy, and to reduce light pollution via use of night-friendly lighting. Finding: Not Applicable. Light pollution is addressed in Chapter 17.62.065 of the Oregon City Municipal Code upon submittal of a Detailed Development application. This policy is not applicable.

Goal 6.4: Noise: Prevent excessive noise that may jeopardize the health, welfare, and safety of the citizens or degrade the quality of life.

Finding: Not Applicable. Noise is addressed in Chapter 17.62.050.A.13 of the Oregon City Municipal Code, as well as in adopted Nuisance Ordinances. Future development of the site will be reviewed upon submittal of a development application. This policy is not applicable.

Goal 7: Natural Hazards

Policy 7.1.8

Provide standards in City Codes for planning, reviewing, and approving development in areas of potential landslides that will prevent or minimize potential landslides while allowing appropriate development.

Finding: Not Applicable. The Oregon City Municipal Code protects natural hazards through a variety of overlay districts. Though portions of the Master Plan boundary are within the Geologic Hazards Overlay District, the proposed expansion area is not within any overlay district. This goal is directed at local government obligations to adopt regulations to protect development from landslide and other natural areas. The development proposal does not include any construction onsite. An analysis of compliance with the overlay districts is performed upon submittal of a development application. The proposed zone change and comprehensive plan amendment do not amend or affect any natural hazards. This goal is not applicable.

Goal 8: Parks and Recreation

Finding: Complies as Proposed. This goal is designed to provide recreational opportunities and sites for all residents of Oregon City. The development proposal will not have a significant effect on this goal. All future development of the site is subject to pay system development charges (SDC's) for parks. This goal is met.

Goal 9: Economic Development

Improve Oregon City's Economic Health - Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.

Finding: Complies as Proposed. The proposal will reinforce the role of the hospital in the community in an established location that will continue to promote economic vibrancy in the City. The proposal will facilitate development of the hospital to best serve patients and support continued success of the hospital and yield economic benefits for the City through job creation, community partnerships, and access to care. Once development occurs, taxes will be levied for support of services and facilities. This goal is met.

Goal 10.1: Provide for the planning, development and preservation of a variety of housing types and lot sizes.

Policy 10.1.1

Maintain the existing residential housing stock in established older neighborhoods by maintaining existing Comprehensive Plan and zoning designations where appropriate.

Finding: Complies as Proposed. Policy 10.1.3 seeks to "designate residential land for a balanced variety of densities and types of housing, such as single-family attached and detached, and a range of multi-family densities and types, including mixed-use development". This proposal would remove two single-family homes from the R-6 Single-Family Dwelling District

(approximately 0.5 acre) and three single-family homes from MUE Mixed Use Employment District (approximately 0.5 acre). Single-family homes are not a permitted use within the MUE District and the three homes currently within the MUE District are legally nonconforming and subject to compliance with the standards for lawful nonconforming uses in OCMC 17.58. The City's Comprehensive Plan identifies the need for 6,075 units through 2017. According to the Housing Resource Document for the City of Oregon City Comprehensive Plan (referred to as the "Housing Technical Report (2002)") full buildout under the then available buildable lands capacity would only result in 4,593 dwelling units. The Housing Technical Report (2002) called for land use policies that would move the mix of housing from 80% single-family dwellings and 20% multi-family dwellings to a 75% and 25% mix, respectively.

Since 2002, both land use decisions to increase density and policies have encouraged additional housing development. For example, an additional 953 units more than estimated in the Housing Technical Report (2002) have been created through approval of zone changes that allowed greater density With the adoption of the Comprehensive Plan in 2004, the City amended the Municipal Code to allow construction of one accessory dwelling unit in every place in which a single-family home is allowed and adopted cottage housing with density bonuses. These two unit types provided an opportunity for more diverse, and often affordable, housing opportunities within existing neighborhoods.

Moreover, the City has planned for at least 5,762 dwelling units as follows:

- The City created and approved concept plans for three areas (South End, Beavercreek, Park Place) recently brought into the UGB. The Park Place Concept Plan provides capacity for 1,091 dwelling units, the South End Concept Plan provides capacity for 1,210 dwelling units and the Beavercreek Road Concept Plan provides capacity for 1,023 dwelling units for a total of 3,324 units within the urban growth boundary.
- Since October 1, 2002, the City has granted permits for 2,438 dwelling units.¹

In addition, the City adopted a new mixed use zones, including the MUC-1, MUC-2, MUD, HC, NC and C that allows for the development of housing which is limited by building height, parking standards, lot coverage, etc. (though there are some restrictions in NC). While not counted as contributing to needed housing goals in the City's Housing Technical Report (2002), the capacity from the new mixed use zones is estimated at a potential 8,000 dwelling units within the City limits. Approximately 68% of the City is currently within the R-10, R-8, R-6, R-3.5 and R-2 zoning designations. Approximately 14% of the City is within the R-6 Single-Family Dwelling District while approximately 3% is within the MUE District. Approximately 3% of the City is within the MUE District and the proposal to add land to the MUE District would provide a greater mix of uses within the City, while the loss of land available for housing would be nominal.

The proposal includes expanding the Master Plan boundary by 6 properties including four within the MUE district (which include 3 homes) and two within the "R-6" Single-Family Dwelling District (which includes 2 homes). The three homes within the MUE district are currently zoned for medical office, and are a nonconforming use. The proposal will allow the properties to transition to a conforming use. As demonstrated above, the City has, on balance, added a significant amount of new homes to compensate for the potential removal of the homes.

Page 7 of 27 ZC 15-04, PZ 15-02 and CP 15-02

¹ 2,136 new single-family dwelling units; 253 new townhouses; 23 accessory dwelling units; and 26 multi-family units.

It is not appropriate to retain the existing structures because, as pointed out above, a significant amount of land west of Division is already designated MUE. The neighborhood is characterized by a mix of residential and nonresidential uses. The proposal would replace 2 homes within the R-6 single-family Dwelling District and 3 homes currently within the Mixed Use Employment District. The mixture of homes directly adjacent to nonresidential uses is common throughout the neighborhood. In addition, none of the homes are within a historic district or individually designed historic structures and thus it is not necessary to retain the existing structures. Lastly, a majority of the land on the west side of Division is currently within the MUE district and thus there is no context of which to retain the existing homes. The proposal will result in fewer traffic impacts and less parking demand overall from buildout of the master plan due to a net reduction of 15,000 sf of building space on campus" (Exhibit 2). In addition, the increase in available parking near the medical office building would likely decrease the amount of on-street parking throughout the neighborhood, especially as the facility grows with their master plan and existing on-site parking is replaced with structures. The City Commission finds this application meets Goal 10.1.

Goal 10.2 Provide and maintain an adequate supply of affordable housing. Policy 10.2.1

Retain affordable housing potential by evaluating and restricting the loss of land reserved or committed to residential use. When considering amendments to the Comprehensive Plan Land-Use Map, ensure that potential loss of affordable housing is replaced.

Finding: Complies as Proposed. The development proposal entails expanding the Master Plan boundary by approximately 1 acre for hospital associated uses where there are currently five homes (two in the R-6 zone, and three in the existing MUE zone). As demonstrated in the analysis in Goal 10.1, the City has provided opportunities to allow an increase in the number of dwelling units within Oregon City as well as adopted standards which allow for smaller dwelling units which will likely be lower in cost and is likely to make up for any loss in affordable housing, to the extent that these housing units contribute to the City's existing affordable housing stock.

In comparison to neighboring jurisdictions, the price of real estate in Oregon City is less than surrounding jurisdictions. The median sales prices for houses in Oregon City obtained from Zillow.com is nearly half of that in Lake Oswego and more than \$120,000 less than West Linn which is directly across the river (Figure 8). The American Community Survey findings mimic similar results demonstrating that between 2010 and 2015 the median housing cost in Oregon City was less than that in Clackamas County and many nearby jurisdictions (Figure 9).

Figure 8: Median Sale Prices from Zillow.com

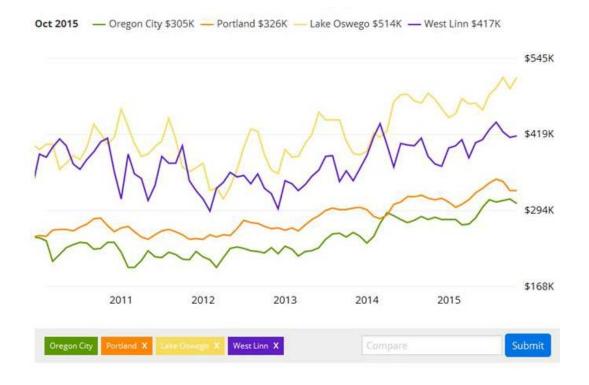
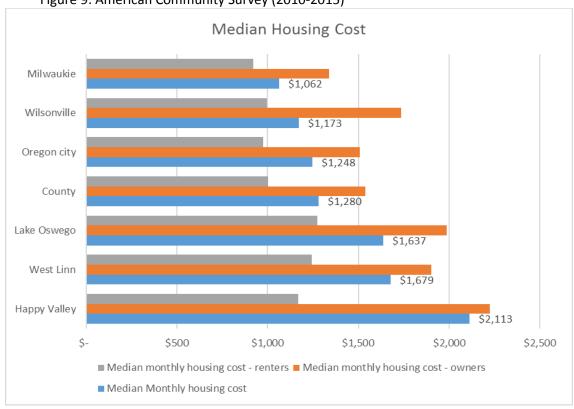


Figure 9: American Community Survey (2010-2015)



Lastly, there is nothing in the record which identifies the five homes as qualifying as affordable housing. The applicant has rented out a majority of the homes, though not all are utilized and it is not clear to what extent they are affordable. The City Commission finds this application satisfies Goal 10.2.

Page 9 of 27 ZC 15-04, PZ 15-02 and CP 15-02

Goal 11: Public Facilities

Goal 11.1: Serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning and provision of adequate public facilities.

Policy 11.1.2: Provide public facilities and services consistent with the goals, policies and implementing measures of the Comprehensive Plan, if feasible.

Policy 11.1.3: Confine urban public facilities and services to the city limits except where allowed for safety and health reasons in accordance with state land-use planning goals and regulations. Facilities that serve the public will be centrally located and accessible, preferably by multiple modes of transportation.

Policy 11.1.4: Support development on underdeveloped or vacant buildable land within the city where public facilities and services are available or can be provided and where land-use compatibility can be found relative to the environment, zoning, and Comprehensive Plan goals.

Policy 11.1.5: Design the extension or improvement of any major public facility and service to an area to complement other public facilities and services at uniform levels.

Policy 11.1.6: Enhance efficient use of existing public facilities and services by encouraging development at maximum levels permitted in the Comprehensive Plan, implementing minimum residential densities, and adopting an Accessory Dwelling Unit Ordinance to infill vacant land.

Finding: Complies as Proposed. The subject area is presently served or capable of being served adequately by extension of nearby facilities. Utility extensions to serve future development on the subject site will be required with future development applications. The provision of public facilities and services will be consistent with goals, policies and implementing measures of the Comprehensive Plan, and, because the site is within the city limits, the integrity of local public facility plans will be maintained.

Oregon City School District provides education services and has adequate levels of service available (Exhibit 4). Police and fire protection are provided by the City of Oregon City. The site will be required to pay Park SDCs (System Development Charges) for each new unit to pay for future parks to serve the area if indicated in the parks master plan.

Policy 11.2, Wastewater, 11.3, Water Distribution, 11.4, Stormwater Management, 11.5, Solid Waste, 11.6, Transportation Infrastructure, 11.7, Private Utility Operations, 11.8, Health and Education, 11.9, Fire Protection, 11.10, Police Protection, 11.11, Civic Facilities and 11.12, Library

Finding: Complies as Proposed. The proposal will not negatively impact public facilities and services within the City. All public facilities necessary to serve this project are available at adequate levels to meet the proposed MUE zoning. The provision of public facilities and services will be consistent with the goals, policies and implementing measures of the Comprehensive Plan and because the site is within the city limits, the integrity of local public facility plans will be maintained. The subject site is an infill redevelopment opportunity.

Goal 12: Transportation

Goal 12.1 Land Use-Transportation Connection

Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.

Policy 12.1.1

Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.

Policy 12.1.2

Continue to develop corridor plans for the major arterials in Oregon City, and provide for appropriate land uses in and adjacent to those corridors to optimize the land use-transportation connection.

Policy 12.1.3

Support mixed uses with higher residential densities in transportation corridors and include a consideration of financial and regulatory incentives to upgrade existing buildings and transportation systems.

Policy 12.1.4

Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.

Goal 12.5 Safety

Develop and maintain a transportation system that is safe.

Policy 12.5.1

Identify improvements that are needed to increase the safety of the transportation system for all users. Policy 12.5.2

Identify and implement ways to minimize conflict points between different modes of travel.

Policy 12.5.3

Improve the safety of vehicular, rail, bicycle, and pedestrian crossings.

Goal 12.6 Capacity

Develop and maintain a transportation system that has enough capacity to meet users' needs.

Policy 12.6.1

Provide a transportation system that serves existing and projected travel demand.

Policy 12.6.2

Identify transportation system improvements that mitigate existing and projected areas of congestion. Policy 12.6.3

Ensure the adequacy of travel mode options and travel routes (parallel systems) in areas of congestion. Policy 12.6.4

Identify and prioritize improved connectivity throughout the city street system.

Finding: Complies as Proposed. The City's Transportation System Plan (TSP), adopted in 2013, implements the goals and policies of the Comprehensive Plan. There are three projects on Division Street identified in the TSP (D80, W70, and B60), which are also addressed in the existing and proposed PWF Master Plans, CP 11-01 and CP 15-02. Improvements will be required as part of future Detailed Development Plan applications, consistent with future traffic analyses and the PWF Master Plan. Each Detailed Development Plan submitted within the Master Plan will require an additional traffic study to determine the specific traffic impacts and identify appropriate mitigation to demonstrate compliance with the standards in the Oregon City Municipal Code.

Per Oregon Administrative Rule 660-012-0060, also known as the Transportation Planning Rule (TPR), a zone change and Comprehensive Plan amendment must not create an unmitigated significant effect on an existing or planned transportation system. If a significant effect is expected to occur, it must be mitigated within the planning horizon. The City of Oregon City Transportation System Plan (TSP) planning horizon is year 2035.

The applicant submitted a Transportation Impact Analysis (TIA) dated July 23, 2015 prepared under the direction of Julia Kuhn, P.E. of Kittleson and Associates, Inc. The analysis reviewed the impact of adding 0.5 acre of property within the MUE District into the Master Plan and 0.5 acre of land currently zoned R-6 to be changed to MUE District, added to the Master Plan and a worst case scenario of a 6,000 square foot medical office building. The inclusion of the 0.5 acre currently within the MUE district would not have an increased traffic impact by including the land within the Master Plan boundary because the current zoning designation would allow a use more intensive than the use proposed.

The TIA was reviewed by a City consultant John Replinger, P.E., of Replinger and Associates. Mr. Replinger concluded, that the TIA provides an adequate basis upon which to assess the impacts of the proposed rezoning and the impact of the proposal is minor and thus does not have a significant impact as described in the Transportation Planning Rule. The proposal does not change the functional classification of any existing or planned transportation facility, alter the standards for implementing the functional classification system, alter the level of travel, or degrade the performance of the transportation system such that it would not meet applicable performance standards (Exhibit 3).

With the adoption of the Transportation System Plan (TSP) in 2013, the City approved transportation projects projected to meet performance targets throughout the City, with exceptions. Some intersections on the state highway system cannot be brought into compliance with current ODOT and proposed TSP mobility standards without unreasonably expensive projects for which there is no identified funding. As the City was not required to assure compliance with mobility standards for permitted and conditional uses on state facilities beyond what is identified in the Regional Transportation System Plan, the City temporarily exempted permitted and conditional uses from complying with the current mobility standards for the interchanges at I-205/99E, I-205/213 and OR 213/Beavercreek Road and all state facilities within or adjacent to the Regional Center. With no reasonable solution resulting in compliance with mobility standards for these locations (with the exception of minor improvements identified in the TSP), the City is continuing to work with regional partners to pursue special studies and alternate mobility standards for these locations. The proposed application is too small to have an identifiable impact on any of the exempted locations identified within this section.

The City Commission finds the application meets Goal 12.

Goal 13: Energy Conservation

Policy 13.2.1- Promote mixed-use development, increased densities near activity centers, and home-based occupations (where appropriate).

Finding: Complies as Proposed. This section requires the conservation of energy in all forms through efficient land-use patterns, public transportation, building siting and construction standards, and city programs, facilities and activities. The policies promote energy conservation through the promotion of mixed-use developments and increased densities near activity centers, and the construction of bikeways and sidewalks to improve connectivity. The proposed amendment will result in an efficient land use pattern by increasing the amount of development which may occur onsite adjacent to existing infrastructure such as streets and utilities. Allowing the applicant to utilize this location will result in increased energy efficiency. The co-location of medical uses on a single campus instead of multiple sites reduces vehicular travel and particularly conserves energy. In addition, the site includes the Providence Willamette Falls Hospital which is a neighborhood activity center that may provide employment or opportunities and/or access to medical services for nearby residences.

Goal 14.2: Orderly Redevelopment of Existing City Areas- Reduce the need to develop land within the Urban Growth Boundary by encouraging redevelopment of underdeveloped or blighted areas within the existing city limits.

Policy 14.2.1 - Maximize public investment in existing public facilities and services by encouraging redevelopment as appropriate.

Policy 14.2.2 - Encourage redevelopment of city areas currently served by public facilities through regulatory and financial incentives.

Policy 14.3.1 - Maximize new public facilities and services by encouraging new development within the Urban Growth Boundary at maximum densities allowed by the Comprehensive Plan.

Finding: Complies as Proposed. This proposal will contribute to achieving this Section (Goal) by increasing the re-development potential of the properties within the R-6 Single-Family Dwelling District within the City limits and the expansion of the Master Plan boundary will allow the site to be utilized with greater efficiency. Future development of the site will result in improvements to public utilities. This goal is met.

Goal 15: Willamette River Greenway

Finding: Not Applicable. The subject site is not within the Willamette River Greenway Overlay District. This goal is not applicable.

17.68.020.B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed in 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.

Finding: Complies as Proposed. The applicant has not proposed any development at this time. As demonstrated within this report, the proposed site may be served by public facilities and services.

<u>Water</u>: Water infrastructure exists within the streets abutting the subject properties. This infrastructure is situated such that extension and upgrading of the system can reasonably be accomplished in conjunction with subsequent development applications.

<u>Sewer</u>: Sanitary sewer infrastructure exists within the streets abutting the subject properties. This infrastructure is situated such that extension and upgrading of the system can reasonably be accomplished in conjunction with subsequent development applications.

<u>Storm Drainage</u>: Storm drainage infrastructure exists within the streets abutting the subject properties. This infrastructure is situated such that extension and upgrading of the system can reasonably be accomplished in conjunction with subsequent development applications.

<u>Transportation</u>: Please refer to the analysis in Goal 12 above.

<u>Schools</u>: This proposal was transmitted to the Oregon City School District for comment. Wes Rogers, Director of Operations submitted comments indicated that the school district has no issues with this proposal (Exhibit 4).

<u>Police</u>: This proposal was transmitted to the Oregon City Police Department for comment whom did not identify any concerns regarding this application.

<u>Fire Protection</u>: This proposal was transmitted to Clackamas Fire District for comment who did not identify any concerns regarding this application.

17.68.020.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.

Finding: Complies with Condition. Please refer to the analysis in 17.68.020.B.

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

Statewide Planning Goal 1: Citizen Involvement. Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

Finding: Please refer to the analysis of Goal 1 in the Comprehensive Plan findings, above.

Statewide Planning Goal 2: Land Use Planning. Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed.

Finding: Complies as Proposed. The Comprehensive Plan amendment, Zone Change and Master Plan amendment requests are being reviewed for consistency with all applicable City Code sections, the City Comprehensive Plan, and Statewide Planning Goals within this report. The analysis provides a factual base to which the application is being reviewed. City staff has coordinated with affected agencies by providing written notice of the application and identification of the public hearing dates.

Statewide Planning Goal 3: Agricultural Lands. Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

Finding: Not Applicable. The subject site is within the Oregon City limits and is not designated as agricultural. This goal is not applicable.

Statewide Planning Goal 4: Forest Lands. This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

Finding: Not Applicable. The subject site is within the Oregon City limits and is not designated as forest lands. This goal is not applicable.

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Area, and Natural Resources. Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

Finding: Please refer to the analysis in Goal 5 of the Comprehensive Plan.

Statewide Planning Goal 6: Air, Water and Land Resources Quality. This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

Finding: Not Applicable. The proposed zone change and comprehensive plan amendment do not alter existing city protections provided by overlays for natural resources, stormwater rules, or other environmental protections which have been previously deemed consistent with Statewide Planning Goal 6.

Statewide Planning Goal 7: Areas Subject to Natural Hazards. Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

Finding: Please refer to the analysis in Goal 7 of the Comprehensive Plan.

Statewide Planning Goal 8: Recreational Needs. This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

Finding: Please refer to the analysis in Goal 8 of the Comprehensive Plan.

Statewide Planning Goal 9: Economic Development. Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

Finding: Please refer to the analysis in Goal 9 of the Comprehensive Plan.

Statewide Planning Goal 10: Housing. This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its

buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types. **Finding:** Please refer to the analysis of Goal 10 in the Comprehensive Plan findings, above.

Statewide Planning Goal 11: Public Facilities and Services. Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

Finding: Complies as Proposed. This Goal requires that urban development be guided and supported by types of urban public facilities and services appropriate for the development. Guideline A, Planning 3, requires that: "Public facilities and services in urban areas should be provided at levels necessary and suitable for urban uses." The site is currently served by public facilities and services provided by the City. Impacts on public facilities remain unchanged by the proposal. The applicant has submitted evidence demonstrating that there is no limitation on the provisions of police and fire services to the site. Further, adequate domestic water and sanitary sewer services are available to the site. Additionally, development of the site can be provided with adequate storm sewer services. Private utilities, such as electric service, natural gas service, cable television, and telephone service, are available to the site. As demonstrated within this report the extension and upgrading of public facilities can reasonably be accomplished through the review of subsequent development applications.

Statewide Goal 12: Transportation. The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

Finding: Please refer to the analysis of Goal 12 in the Comprehensive Plan.

Statewide Planning Goal 13. Energy Conservation. Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

Finding: Please refer to the analysis in Goal 13 of the Comprehensive Plan.

Statewide Planning Goal 14: Urbanization. This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

Finding: Not Applicable. The site is located within the urban growth boundary and no expansion of the boundary is requested. Goal 14 does not apply.

Statewide Planning Goal 15: Willamette River Greenway. Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

Finding: Not Applicable. The site is not located with the Willamette River Greenway. Goal 15 does not apply.

Statewide Planning Goal 16: Estuarine Resources Statewide Planning Goal 17: Coastal Shorelands Statewide Planning Goal 18: Beaches and Dunes Statewide Planning Goal 19: Ocean Resources

Finding: Not Applicable. The site is not located within any of these coastal resource areas. None of these remaining Statewide Planning Goals apply.

OAR 660-012-0060(1)-(3) Transportation Planning Rule (TPR)

The purpose of the TPR is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided." A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Finding: Please refer to the analysis in Goal 12 of the Comprehensive Plan.

OAR Chapter 660, Division 7, "Metropolitan Housing Rule"

Finding: Please refer to the analysis in the Goal 10 analysis of the Comprehensive Plan.

Regional Transportation Plan

The Regional Transportation Functional Plan (RTFP) directs how Oregon City should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP.

Finding: Please refer to the analysis in the Goal 12 analysis of the Comprehensive Plan.

Metro Functional Plan

3.07.810.C

Finding: Complies as Proposed. As demonstrated within this report, the proposed Comprehensive Plan Amendment is consistent with the Functional Plan.

Metro Functional Plan

3.07.120, "Housing Capacity"

Finding: Complies as Proposed. This standard authorizes the City to reduce its minimum zoned capacity in locations other than specified locations under Functional Plan 3.07.120.C, D, or E. As demonstrated in the findings in Section 10 of the Comprehensive Plan, the application has a "negligible effect" on the City's "minimum zoned residential capacity" pursuant to Functional Plan 3.07.120.E.

CHAPTER 17.65 MASTER PLANS

17.65.050.A Existing Conditions Submittal Requirements

17.65.050.A.1. Narrative statement. An applicant must submit a narrative statement that describes the following: a. Current uses of and development on the site, including programs or services.

b. History or background information about the mission and operational characteristics of the institution that may be helpful in the evaluation of the general development plan.

Finding: Complies as Proposed. The applicant submitted the following in Exhibit 2:

PWF is a full service medical center that provides emergency medicine, labor and delivery, surgical services, inpatient treatment, as well as many other inpatient and outpatient services. Since opening in 1954, PWF has grown and gone through numerous developments, additions, and remodels to better provide healthcare services to Oregon City and Clackamas County.

In 2012, Oregon City approved the Master Plan which defined the growth and development strategies for PWF over a 10-year period including public improvements to be made as conditions of approval. (Appendix D) The Master Plan consists of updates and modernization projects, Birthplace expansion, and two medical office buildings for outpatient procedures. In total, the Master Plan approved 104,000 sf of new hospital and medical office uses with associated parking.

Since the time the master plan was approved, PWF developed the 66-space Division Street Parking Lot and made public improvements per the master plan conditions of approval. No other development in the 2012 Master Plan has been initiated to date.

17.65.050.A.1.c. A vicinity map showing the location of the General Development Plan boundary relative to the larger community, along with affected major transportation routes, transit, and parking facilities. At least one copy of the vicinity map must be eight and one-half inches × eleven inches in size, and black and white reproducible. d. Non-institutional uses that surround the development site. May also reference submitted maps, diagrams or photographs.

Finding: Complies as Proposed. The application included a Vicinity Map in Figure 01 and a Proposed Site Plan: Circulation/Access & Parking in Figure 07 of Exhibit 2.

17.65.050.A.1.e. Previous land use approvals within the General Development Plan boundary and related conditions of approval.

Finding: Complies as Proposed. The application identified that the Providence Willamette Falls Master Plan was approved in 2012 by Planning file CP-11-01 with Phase 1 (the Division Street Parking Lot, file DP11-03) Natural Resource Overlay Exemption (file NR 11-05) and Lot Line Adjustment (file LL 11-07). Conditions of Approval associated with the approval of those concurrent applications are provided in Appendix D: Notice of Land Use Decision of Exhibit 2. The previous Master Plan and associated conditions of approval were reviewed and the proposed amendments do not conflict with any portions of the plan or necessitate further adjustments to the approved plan.

Prior to the 2012 Master Plan, PWF received a Site Plan and Design Review and Conditional Use Permit for Hospital Building Expansion with Hospital and Nursing Home Site Improvements under Planning files CU 03-03 & SP 03-19.

17.65.050.A.1.f. Existing utilization of the site. May also reference submitted maps, diagrams or photographs. **17.65.050.A.1.g.** Site description, including the following items. May also reference submitted maps, diagrams or photographs.

- 1. Physical characteristics;
- 2. Ownership patterns;
- 3. Building inventory;
- 4. Vehicle/bicycle parking;
- 5. Landscaping/usable open space;
- 6. FAR/lot coverage;
- 7. Natural resources that appear on the city's adopted Goal 5 inventory;
- 8. Cultural/historic resources that appear on the city's adopted Goal 5 inventory; and
- 9. Location of existing trees six inches in diameter or greater when measured four feet above the ground. The location of single trees shall be shown. Trees within groves may be clustered together rather than shown individually.

Finding: Complies as Proposed. The application included the following Figures in Appendix E of Exhibit

- 2: Figure 01: Vicinity Map and Existing Zoning
 - Figure 02: Existing Ownership Patterns
 - Figure 03: Existing Natural Resources, Hazards, and Topography
 - Figure 04: Existing Light Locations
 - Figure 05: 2012 Approved Master Plan

No cultural or historic resources that appear on the city's adopted Goal 5 inventory are located on the site.

17.65.050.A.1.h. Existing transportation analysis, including the following items. May also reference submitted maps, diagrams or photographs.

1. Existing transportation facilities, including highways, local streets and street classifications, and pedestrian and bicycle access points and ways;

- 2. Transit routes, facilities and availability;
- 3. Alternative modes utilization, including shuttle buses and carpool programs; and
- 4. Baseline parking demand and supply study (may be appended to application or waived if not applicable).

Finding: Complies as Proposed. The application included Figure 07: Proposed Site Plan:

Circulation/Access & Parking which shows both existing and proposed conditions, and site photos in Appendix E. A Transportation Impact Analysis conducted by Kittleson and Associates was included in the application concluding "sufficient transportation and capacity is available, or can be made available, with buildout of the master plan" and that "the previously-submitted documentation remains in effect and provides the required documentation" due to the proposed reduction in square footage of full-buildout of the site Exhibit 2. The analysis was reviewed by the City and the findings may be found in the analysis of Goal 12.

17.65.050.A.1.i. Infrastructure facilities and capacity, including the following items.

- 1.Water;
- 2. Sanitary sewer;
- 3.Stormwater management; and
- 4.Easements.

Finding: Complies as Proposed. The applicant submitted Civil Engineering (public infrastructure) information with 2012 Master Plan which demonstrate that sufficient capacity is available, or can be made available, to accommodate the full build-out of the Master Plan.

17.65.050.B. Proposed Development Submittal Requirements.

- 1. Narrative statement. An applicant shall submit a narrative statement that describes the following:
- a. The proposed duration of the general development plan.

Finding: Complies as Proposed. The applicant indicated that no change to the duration of the original Master Plan is proposed. The duration of the 10 year Master Plan will conclude in 2021.

17.65.050.B.1.b. *The proposed development boundary. May also reference submitted maps or diagrams.* **Finding: Complies as Proposed.** Figure 06 of the submittal includes the proposed boundary expansion (Exhibit 2).

17.65.050.B.1.c. A description, approximate location, and timing of each proposed phase of development, and a statement specifying the phase or phases for which approval is sought under the current application. May also reference submitted maps or diagrams.

Finding: Complies as Proposed. Figure 06 of the application identifies that the 2015 Proposed Master Plan displays that all remaining master plan development is to occur under Phase 2, which runs from Years 2012 – 2021. Phase 3 (Years 2014 – 2021) is proposed to be eliminated as it is redundant with Phase 2. The modification also seeks to clarify that improvements within Phase 2 may be undertaken in any order.

17.65.050.B.1.d. An explanation of how the proposed development is consistent with the purposes of Section 17.65, the institutional zone, and any applicable overlay district.

Finding: Complies as Proposed. The application included findings analyzed within this report.

17.65.050.B.1.e. A statement describing the impacts of the proposed development on inventoried Goal 5 natural, historic or cultural resources within the development boundary or within two hundred fifty feet of the proposed development boundary.

Finding: Complies as Proposed. The applicant indicated that proposal does not impact inventoried natural, historic, or cultural resources within the proposed development boundary. Figure 03 of the application in Exhibit 2 displays the existing Natural Resources, Hazards, and Topography. Removal of the East MOB and consolidation of medical office uses at the West MOB location will provide a greater distance from both natural resources and natural hazards mapped on the east side of the campus.

- **17.65.050.B.1.f.** An analysis of the impacts of the proposed development on the surrounding community and neighborhood, including:
- 1. Transportation impacts as prescribed in subsection g. below;
- 2. Internal parking and circulation impacts and connectivity to sites adjacent to the development boundary and public right-of-ways within two hundred fifty feet of the development boundary;
- 3. Public facilities impacts (sanitary sewer, water and stormwater management) both within the development boundary and on city-wide systems;
- 4. Neighborhood livability impacts;
- 5. Natural, cultural and historical resource impacts within the development boundary and within two hundred fifty feet of the development boundary.

Finding: Complies as Proposed. The applicant indicated that "existing analyses for the approved 2012 Master Plan have documented transportation impacts, parking and circulation impacts, connectivity, public facilities, and natural resource impacts which remain applicable and unchanged by the proposed master plan modification, especially as the proposed master plan will result in less 15,000 sf less development than is currently approved.

Regarding item 4. Neighborhood livability impacts, PWF representatives attended a meeting with the McLoughlin Neighborhood Association (MNA) on June 4, 2015 to present the proposal and seek to solicit neighborhood input. Documentation of the first meeting, which satisfied the neighborhood meeting requirement, is included in Appendix F. At the request of the MNA, PWF representatives met a second time with a subgroup of the MNA on June 30, 2015 at which time PWF presented a modified proposal which removed property on 14th Street from the proposal. There are no anticipated impacts to neighborhood livability from this proposal as the overall amount of development and associated traffic and parking impacts will decrease from the current master plan" (Exhibit 2).

- 17.65.050.B.1.g. A summary statement describing the anticipated transportation impacts of the proposed development. This summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips, projected AM and PM peak hour traffic and the maximum parking demand associated with build-out each phase of the master plan.
 17.65.050.B.1.h. In addition to the summary statement of anticipated transportation impacts, an applicant shall provide a traffic impact study as specified by city requirements. The transportation impact study shall either:
 1. Address the impacts of the development of the site consistent with all phases of the general development plan; or
- 2. Address the impacts of specific phases if the city engineer determines that the traffic impacts of the full development can be adequately evaluated without specifically addressing subsequent phases.

 17.65.050.B.1.i. If an applicant chooses to pursue option h.1., the applicant may choose among three options for implementing required transportation capacity and safety improvements:
- 1. The General Development Plan may include a phasing plan for the proposed interior circulation system and for all on-site and off-site transportation capacity and safety improvements required on the existing street system as a result of fully implementing the plan. If this option is selected, the transportation phasing plan shall be binding on the applicant.
- 2. The applicant may choose to immediately implement all required transportation safety and capacity improvements associated with the fully executed general development plan. If this option is selected, no further transportation improvements will be required from the applicant. However, if a general development plan is later amended in a manner so as to cause the projected average daily trips, the projected AM or PM peak hour trips, or the peak parking demand of the development to increase over original projections, an additional transportation impact report shall be required to be submitted during the detailed development plan review process for all future phases of the development project and additional improvements may be required.
- 3. The applicant may defer implementation of any and all capacity and safety improvements required for any phase until that phase of the development reaches the detailed development plan stage. If this option is selected, the applicant shall submit a table linking required transportation improvements to vehicle trip thresholds for each development phase.

Finding: Complies as Proposed. The application included a transportation impact study for the proposed Zone Change and amendment to the Comprehensive Plan as well as a copy of the transportation impact study from the previously approved Master Plan (Exhibit 2). Additional traffic studies will be conducted with each Detailed Development application.

17.65.050.B.1.j. The applicant or city staff may propose objective development standards to address identified impacts that will apply within the proposed development on land that is controlled by the institution. Upon approval of the general development plan, these standards will

supersede corresponding development standards found in this code. Development standards shall address at least the following:

- 1. Pedestrian, bicycle and vehicle circulation and connectivity;
- 2. Internal vehicle and bicycle parking;
- 3. Building setbacks, landscaping and buffering;
- 4. Building design, including pedestrian orientation, height, bulk, materials, ground floor windows and other standards of Chapter 17.62; and
- 5. Other standards that address identified development impacts.

Finding: Not Applicable. No alternate development standards are proposed.

- **17.65.050.B.2** Maps and diagrams. The applicant must submit, in the form of scaled maps or diagrams, as appropriate, the following information:
- a. A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during detailed development plan review.
- b. The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian access ways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within two hundred fifty feet of the site. The map shall identify existing subdivisions and development and un-subdivided or unpartitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle access ways and utilities within two hundred fifty feet may be extended to and/or through the proposed development.
- c. The approximate location of all public facilities to serve the proposed development, including water, sanitary sewer, stormwater management facilities.
- d. The approximate projected location, footprint and building square footage of each phase of proposed development.
- e. The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.

Finding: Complies as Proposed. The application included all necessary items.

17.65.050.C. Approval Criteria for a General Development Plan. The planning commission shall approve an application for general development plan approval only upon finding that the following approval criteria are met. 1. The proposed General Development Plan is consistent with the purposes of Section 17.65.

Finding: Please refer to the analysis within Chapter 17.65 of this report.

17.65.050.C.2. Development shall demonstrate compliance with Chapter 12.04, Streets, Sidewalks and Public Places.

Finding: Please refer to the analysis in chapter 12.04 of this report.

17.65.050.C.3. Public services for water supply, police, fire, sanitary waste disposal, and storm-water disposal are capable of serving the proposed development, or will be made capable by the time each phase of the development is completed.

Finding: Please refer to analyses within this report.

17.65.050.C.4. The proposed General Development Plan protects any inventoried Goal 5 natural, historic or cultural resources within the proposed development boundary consistent with the provisions of applicable overlay districts. Finding: Not Applicable. The Oregon City Municipal Code implements Goal 5 though a variety of overlay districts. Portions of the Master Plan boundary are within the Natural Resource Overlay District as well as the Geologic Hazards Overlay District, which will be addresses upon submittal of an application for development of the site. There are no historic structures located on the subject site. This goal is not applicable.

17.65.050.C.5. The proposed General Development Plan, including development standards and impact mitigation thresholds and improvements adequately mitigates identified impacts from each phase of development. For needed housing, as defined in ORS 197.303(1), the development standards and mitigation thresholds shall contain clear and objective standards.

Finding: Complies with Condition. The approved Master Plan includes the design of the public improvements within the Master Plan boundary and an identification of when each improvement would occur. This proposal would add additional lands into the Master Plan boundary but the design of the infrastructure improvements and timing to construct the improvements was not identified. Upon submission of a Detailed Development Plan for the adjacent property, the design and construction of the adjacent public improvements shall be analyzed and implemented prior to issuance of permits. **The applicant may comply with this criterion with the conditions of approval.**

17.65.050.C.6. The proposed general development plan is consistent with the Oregon City Comprehensive Plan and its ancillary documents.

Finding: Please refer to the analysis within this report.

D. Duration of General Development Plan. A general development plan shall involve a planning period of at least five years and up to twenty years. An approved general development plan shall remain in effect until development allowed by the plan has been completed through the detailed development plan process, the plan is amended or superseded, or the plan expires under its stated expiration date.

Finding: Not Applicable. The applicant did not propose to amend the timeframe of the approved 10-year master plan with an end date of 2021.

17.65.80 Amendments to Approved Plans

Finding: Complies. This application is being reviewed as a Type III amendment to the Master Plan.

17.65.090 Regulations that Apply

An applicant is entitled to rely on land use regulations in effect on the date its General Development Plan application was initially submitted, pursuant to ORS 227.178(3), as that statute may be amended from time to time. After a General Development Plan is approved, and so long as that General Development Plan is in effect, an applicant is entitled to rely on the land use regulations in effect on the date its General Development Plan application was initially submitted, as provided above, when seeking approval of detailed development plans that implement an approved General Development Plan. At its option, an applicant may request that a detailed development plan be subject to the land use regulations in effect on the date its detailed development plan is initially submitted.

Finding: Complies as Proposed. The application is subject to the code in effect at the time of submittal of this application.

CHAPTER 12.04 – STREETS, SIDEWALKS AND PUBLIC PLACES

Finding: Complies with Condition. The applicant indicated that the proposed reduction in square footage within the Master Plan will decrease vehicular trip generation due to the reduced building square footage. As discussed in the findings in Goal 12, the City Commission concurs with this conclusion. Each future Detailed Development Plan will be reviewed for compliance with applicable mobility standards.

The approved Master Plan specifies the design of the public improvements within the Master Plan boundary and identifies when each improvement will occur. This proposal would add additional land into the Master Plan boundary but the design of the infrastructure improvements and timing to construct the improvements was not identified. Upon submission of a Detailed Development Plan for the adjacent property, the design and construction of the adjacent public improvements shall be analyzed and implemented prior to issuance of permits.

The analysis within the previous Master Plan demonstrating compliance with Chapter 12.04 remains unchanged. Future development shall comply with Planning file CP 11-01 and any amendments within this application. The City Commission has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.

CHAPTER 12.08 – PUBLIC AND STREET TREES

Finding: Complies with Condition. The approved Master Plan specifies the design of the public improvements within the Master Plan boundary and identifies when each improvement will occur. This proposal would add additional land into the Master Plan boundary but the design of the infrastructure improvements and timing to construct the improvements was not identified. Upon submission of a Detailed Development Plan for the adjacent property, the design and construction of the adjacent public improvements shall be analyzed and implemented prior to issuance of permits.

The analysis within the previous Master Plan demonstrating compliance with Chapter 12.08 remains unchanged. Future development shall comply with Planning file CP 11-01 and any amendments within this application. The City Commission has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.

CHAPTER 13.12 – STORMWATER MANAGEMENT

Finding: Not Applicable. The analysis of compliance with this chapter will be analyzed upon submittal of a Detailed Development Plan application. No issues have been identified that will preclude compliance with this chapter.

CHAPTER 15.48 – GRADING, FILLING AND EXCAVATING

Finding: Not Applicable. The analysis of compliance with this chapter will be analyzed upon submittal of a Detailed Development Plan application. No issues have been identified that will preclude compliance with this chapter.

CHAPTER 17.41- TREE PROTECTION STANDARDS

Finding: Not Applicable. The analysis of compliance with this chapter will be analyzed upon submittal of a Detailed Development Plan application.

CHAPTER 17.44- GEOLOGIC HAZARDS OVERLAY DISTRICT

Finding: Not Applicable. The analysis of compliance with this chapter will be analyzed upon submittal of a Detailed Development Plan application. No issues have been identified that will preclude compliance with this chapter.

CHAPTER 17.49 - NATURAL RESOURCE OVERLAY DISTRICT

Finding: Not Applicable. The analysis of compliance with this chapter will be analyzed upon submittal of a Detailed Development Plan application.

CHAPTER 17.52 - OFF-STREET PARKING AND LOADING

Finding: Complies with Condition. Chapter 17.52.020.A identifies a minimum and maximum a number of parking stalls for the Master Plan. The application included a site plan in Figure 7 of Exhibit 2 which identified the number of parking stalls onsite. The proposed reduction of a minimum of 15,000 square

feet of Master Plan at full build out would result in an equivalent parking ratio of 1.96 – 2.03 spaces/1,000 square feet based on a total projected parking supply of 874-894 spaces. Though the Oregon City Municipal Code provides opportunities for reductions in the parking onsite, the minimum requirement identified in OCMC 17.52.020 is 2 parking stalls for every 1,000 of net leasable area. Prior to issuance of permits associated with a Detailed Development Plan the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. All other standards within this chapter will be reviewed upon submittal of a Detailed Development Plan. The City Commission has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.

CHAPTER 17.62 - SITE PLAN AND DESIGN REVIEW

Finding: Not Applicable. The analysis of compliance with this chapter will be analyzed upon submittal of a Detailed Development Plan application.

CHAPTER 17.54 – SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS

Finding: Not Applicable. The analysis of compliance with this chapter will be analyzed upon submittal of a Detailed Development Plan application.

CHAPTER 17.50 - ADMINISTRATION AND PROCEDURES

17.50.010 Purpose.

This chapter provides the procedures by which Oregon City reviews and decides upon applications for all permits relating to the use of land authorized by ORS Chapters 92, 197 and 227. These permits include all form of land divisions, land use, limited land use and expedited land division and legislative enactments and amendments to the Oregon City comprehensive plan and Titles 16 and 17 of this code. Pursuant to ORS 227.175, any applicant may elect to consolidate applications for two or more related permits needed for a single development project. Any grading activity associated with development shall be subject to preliminary review as part of the review process for the underlying development. It is the express policy of the City that development review not be segmented into discrete parts in a manner that precludes a comprehensive review of the entire development and its cumulative impacts.

Finding: Complies as Proposed. The proposed Amendment to the Comprehensive Plan, Amendment to the Master Plan and associated Zone Change Review is subject to a Type IV discretionary approval. The applicant's narrative and the accompanying plans and supporting studies are all provided in an effort to present comprehensive evidence to support the proposed office development.

17.50.030 Summary of the City's Decision-Making Processes.

Finding: Complies as Proposed. The proposed Amendment to the Comprehensive Plan, Amendment to the Master Plan and Zone Change application is being reviewed pursuant to the Type IV process. Notice was posted onsite, online and mailed to property owners within 300 feet of the proposed development site and posted in the paper.

17.50.050 Preapplication Conference

Finding: Complies as Proposed. The applicant held a pre-application conference (file PA 15-13) on May 13, 2015. The land use application was submitted a few months later on August 11, 2015. This standard is met.

17.50.055 Neighborhood Association Meeting

Finding: Complies as Proposed. The applicant's representatives attended a meeting with the McLoughlin Neighborhood Association (MNA) on June 4, 2015 to present the proposal and seek to solicit neighborhood input (Appendix F of Exhibit 2). At the request of the MNA, PWF representatives held a

follow up meeting with a subgroup of the MNA on June 30, 2015 at which time PWF presented a modified proposal which removed property on 14th Street from the proposal. This standard is met.

17.50.060 Application Requirements.

Finding: Complies as Proposed. All application materials required are submitted with this narrative.

17.50.070 Completeness Review and 120-day Rule.

Finding: Complies as Proposed. The application was deemed complete on September 14, 2015, 120 days following the completeness of the application is January 12, 2016.

17.50.080 Complete Application--Required Information.

Finding: Please refer to the analysis in 17.50.50 of this report.

17.50.090 Public Notices.

Finding: Complies as Proposed. Once the application was deemed complete, the City noticed the application to property owners within 300 feet of the subject site, neighborhood association, Citizens Involvement Council, general circulation paper, and posted the application on the City's website. In addition, the applicant posted signs on the subject site. All interested persons have the opportunity to comment in writing or in person through the public hearing process. This policy has been met. Staff provided email transmittal or the application and notice to affected agencies, the Natural Resource Committee and to all Neighborhood Associations requesting comment. The following comments have been submitted:

Alex Bursheim, Early Head Start Family Coach for the Clackamas County Children's Commission submitted comments regarding the timing of the Master Plan (Exhibit 5).

Craig and Tiffany Gillespie submitted comments supporting the application (Exhibit 6).

Grant O'Connell, with TriMet submitted comments indicating that the proposal does not conflict with the agencies interests (Exhibit 7).

Mike Roberts, Building Official for the City of Oregon City submitted comments regarding applicable construction regulations (Exhibit 8).

Jim Nicita provided the following testimony on and before the Planning Commission on November 9, 2015 (Exhibit 9):

- The City's notice was insufficient because it did not reference applicable Goals.
 <u>City Response</u>: Though the City is not required to reference the applicable Goals, the City listed the goals on a revised notice.
- The record should include findings for compliance with the Statewide Planning Goals within the staff report.
 - <u>City Response</u>: The revised staff report includes findings for compliance with the Statewide Planning goals.
- Development of the site will include stormwater discharge to Newell Creek which will violate Goal 6.
 - <u>City Response</u>: The applicant has not proposed construction with this development application. Prior to future construction of the site, the applicant will be subject to demonstrate compliance with the applicable and standards for stormwater detention and water quality facilities adopted to protect such water features.

The Oregon City Chamber of Commerce submitted written comments in Exhibit 9 which support the application. The comments noted that the facility provides critical services to residences

and visitors as well as employment. In addition, it noted that the applicant has worked with residences and the neighborhood association to reduce impacts of the proposed development.

Jesse buss submitted written comments on behalf of the McLoughlin neighborhood Association in Exhibit 9 which request a continuance to allow more time for public comment.

The Oregon City Business Alliance submitted written comments in Exhibit 9 supporting the application because it would improve access to care and increase the number of jobs in Oregon City as well as accommodate parking while reducing the impact to the neighborhood with a reduction in square footage within the Master Plan boundary.

Callie Edwards provided testimony before the Planning Commission on November 9, 2015 (Exhibit 9). She expressed the stress this application has caused regarding a concern for the displacement of residences within the Master Plan boundary expansion and a lack of affordable housing in the area. A concern regarding traffic hazards was identified and a desire to construct within the existing Master Plan boundary rather than rather than expand.

J. Pierce provided testimony before the Planning Commission on November 9, 2015 (Exhibit 9) in favor of the application because of the quality of care and the type of facility proposed in the medical office building, and the local access to care without detracting the amount of housing available.

Tiffany Munma provided testimony before the Planning Commission on November 9, 2015 (Exhibit 9) which supports the application as a whole but does not support the inclusion of the properties on 15th into the Master plan because it disrupts the continuity of the neighborhood, has traffic impacts, increasing existing sight hazards and decreases affordable housing. The location on 16th is supported because of access and the need to replace an existing building.

Amber Holveck provided testimony before the Planning Commission on January 11, 2016 on behalf of the Oregon City Chamber of Commerce in support of the application. As one of the City's largest employers, the applicant has proposed to serve the public and the growing community with the proposal by increasing access to care and providing high-wage jobs. The proposal will improve parking access, would likely reduce the amount of people which currently park on the neighborhood streets, and may improve safety and congestion. Providence has made changes to the development in response to neighborhood concerns and a strong medical facility which provides living wage jobs and essential infrastructure is critical.

Franchesca Anton provided testimony before the Planning Commission on January 11, 2016 on behalf of the McLoughlin Neighborhood Association. They identified a concern that the applicant may not have reviewed the Comprehensive Plan, or consulted with the neighborhood or the City at the beginning of the planning process. Statewide Planning Goals 1 and Goal 1.1 of the Comprehensive Plan was cited, both of with identify the need for citizen participation in all phases of the planning process. At the June neighborhood meeting, neighbors were concerned about the neighborhood integrity and frustrated with the applicant's inability to provide community safety and livability. They indicated that the summary did not accurately reflect the frustration level and did not account for the times the applicant indicated that to expand the building and parking areas on the existing property would be too expensive. The staff report did not address Comprehensive Plan policies 10.1.1 and does not comply with policies 10.2 and 10.1.1 by allowing the loss of the affordable homes. The comments suggested the applicant utilize podium parking. The comments identified that it would be more sustainable for each of the rural communities being served by the applicant to have their own care facilities. Written

documentation was submitted including an article about the need to find housing for the landslide victims and information from the City of Portland on structured and podium parking.

Tiffany Gillespie provided testimony before the Planning Commission on January 11, 2016 voicing support for the proposal and identified that the application complies with the applicable criteria and has a negligible effect on traffic and housing.

Karin Morey provided testimony before the City Commission on January 11, 2016. She noted that the site is not within the Mcloughlin historic district and provided the history of the neighborhood association. No historically significant homes are near the subject site. She noted that there are many modest sized homes on large lots and the neighborhood has been subject to infill. In addition, many homes within the neighborhood are likely not affordable. She identified that in the original master approval process neighbors to the hospital were opposed to a multi-level parking structure which was in one of the original concepts. Lastly, she indicated that the neighborhood has a need for the services provided by the hospital, the associated jobs, and the increased accessibility to the medical office building. She voiced her support for the plan.

Jay Pierce provided testimony before the City Commission on January 11, 2016 that the neighborhood includes a variety of nonresidential uses and is characterized by a mixture of those uses. The proposal to expand the hospital on the edge of the neighborhood has no residential or historical impact to the character of the neighborhood. He was in favor of providing healthcare services on the applicant's property. There are new houses being built in McLoughlin already. If the applicant cannot construct a permitted use, then the City should review all uses within the neighborhood. He identified that he was in favor of the development and it should be approved.

Michael McAuley provided testimony before the City Commission on January 11, 2016 identifying concerns regarding transportation impact at 15th and Division and Division and Anchor Way. In addition, a concern was raised that the approval reflect that the applicant could no longer build the east medical office building.

Betty Mumm provided testimony before the City Commission on January 11, 2016 and provided history on Anchor Way. She encouraged approval of the application noting that the access for patients would be improved, and recognized the existing hospital building on the west side of Division. She noted that the proposal is thoughtful, would provide high wage jobs and encouraged approval.

Dorothy Dahlscrud provided testimony before the City Commission on January 11, 2016. She identified a concern about water runoff from the surface parking lots as well as the tax implications of the zone change.

Karin Morey provided testimony before the City Commission on March 2, 2016 identifying the difficultly in accessing services at the Hospital. She indicated that the proposal would result in better access for services, which is good for the City. In addition, she identified that the site is not within the Mcloughlin historic district, does not impact any historically designated structures, and provided the history of the neighborhood association. The neighborhood has been subject to infill in the past and continues to have opportunity for infill.

Rita Mills provided testimony before the City Commission on March 2, 2016 on behalf of the Mcloughlin Neighborhood Association. She provided background about herself and the

neighborhood association. In addition, she spoke about the content of the meeting between the neighborhood association and applicant. She requested that the applicant construct parking below the proposed building rather than expand the master plan boundary. The neighborhood identified concerns about the loss of the low-income single-family homes which are in short supply. In addition concerned was expressed that the Master Plan boundary is expanding on the west side of Division Street. The following Comprehensive Plan policies were read aloud:

- 10.1.1 This policy was not addressed in the staff report and the application does not comply.
- 10.2- Low income neighbors should not have houses removed to allow for surface parking and the application does not comply with this policy.
- 10.2.1- The statistics provided in the staff report do not identify that the homes lost in the application will be replaced with low income housing.

Lastly, the neighborhood association identified that the benefit of having a nearby facility.

No conflicts with the approval criteria were identified which could not be addressed with the conditions of approval and all of these concerns were addressed in the findings set forth above.

17.50.100 Notice Posting Requirements.

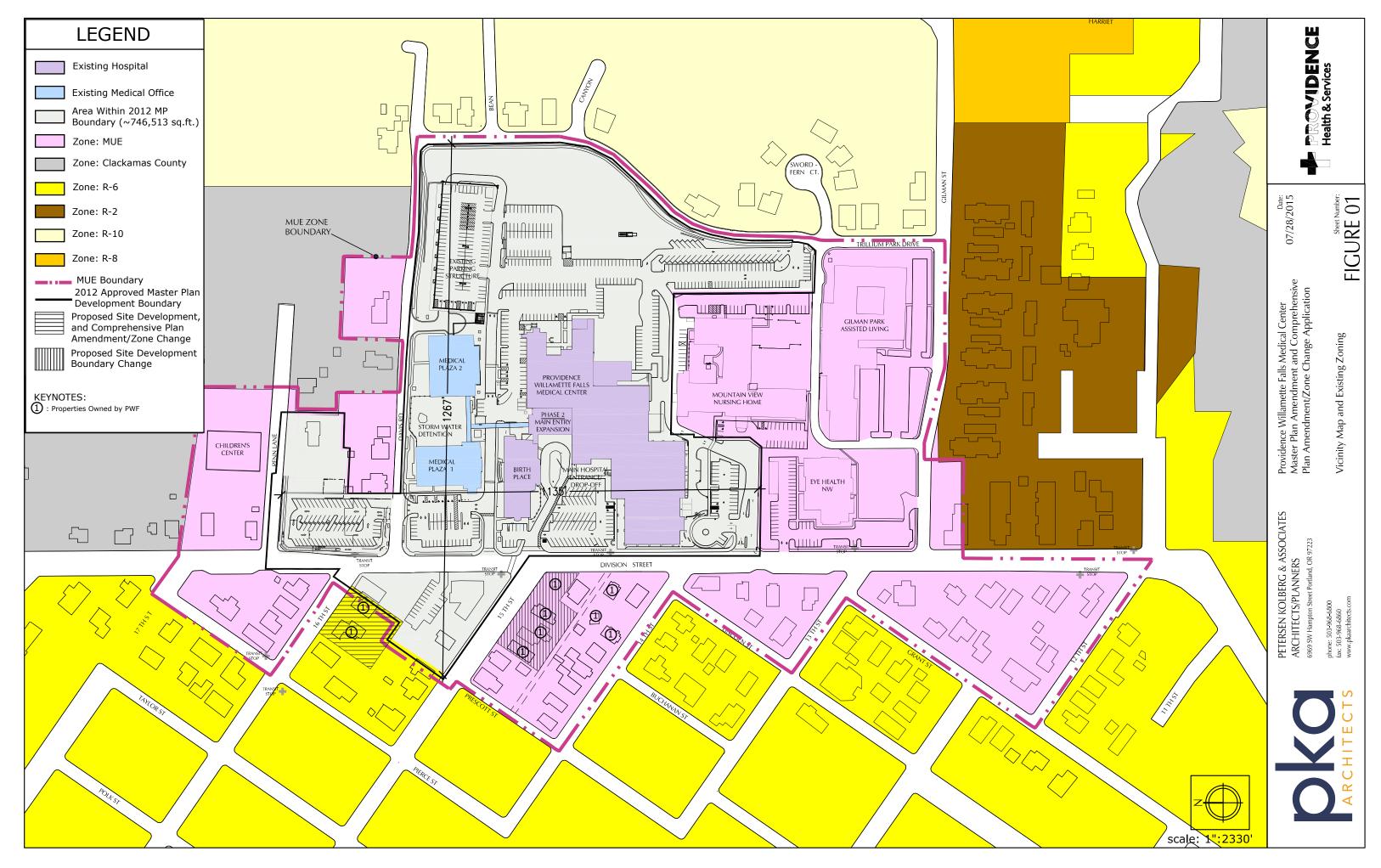
Finding: Complies as Proposed. The site was posted with a sign exceeding than the minimum requirement.

CONCLUSION AND RECOMMENDATION:

Based on the analysis and findings as described above, the City Commission concludes that the proposed Zone Change, Comprehensive Plan Amendment and Master Plan Amendment located at Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200, can meet the requirements as described in the Oregon City Municipal Code provided in this report with the conditions of approval. Therefore, the City Commission approve ZC 15-04, PZ 15-02 and CP 15-02 with conditions, based upon the findings and exhibits contained in this report.

EXHIBITS:

- 1. Vicinity Map
- 2. Applicant's Narrative and Plans
- 3. Comments from John Replinger of Replinger and Associates, City Consultant
- 4. Comments from Wes Rodgers, Director of Operations at the Oregon City School District
- 5. Comments from Alex Bursheim, Early Head Start Family Coach for the Clackamas County Children's Commission
- 6. Comments from Craig and Tiffany Gillespie
- 7. Comments from Grant O'Connell with TriMet
- 8. Comments from Mike Roberts, Building Official for the City of Oregon City
- 9. Staff Report for Master Plan file CP 11-01 with Excerpt Exhibits
- 10. Information submitted and Video from the November 9, 2015 Planning Commission Hearing
- 11. Housing Technical Report (2002)



From: <u>King, Renee</u>
To: <u>Laura Terway</u>

Subject: RE: Providence Willamette Falls Zone Change Date: Tuesday, October 27, 2015 2:12:35 PM

Hi Laura – would you mind including this in the Planning Commission packet or presenting it at the hearing so that they can see that Providence has been responsive to Alex's concerns and that we are responsive to the concerns of the tenant. Thanks, Laura.

Renée

From: King, Renee

Sent: Thursday, October 22, 2015 12:24 PM

To: 'Laura Terway'

Subject: FW: Providence Willamette Falls Zone Change

Hi Laura,

Just wanted you to know that we connected with Alex, both by this email and I had a long talk with her yesterday.

Renée

Renée Boutin King Marketing and Communications manager Providence Health & Services 503-650-6262

From: Reinhard, Russ

Sent: Thursday, October 22, 2015 12:13 PM

To: 'AlexB@cccchs.org'

Cc: King, Renee; 'Stefanie Slyman'; Josh Kolberg **Subject:** Providence Willamette Falls Zone Change

Hello Alex,

Your email to Laura Terway dated Oct. 15 was forwarded to me. I'll do my best to let you know where Providence Willamette Falls Medical Center is currently in our land use application process, and our commitment to our tenants in the properties this application may affect.

Providence sent a letter in May to the tenant at 1810 15th Street notifying them prior to a McLoughlin Neighborhood Association meeting that we would be at that meeting to discuss the land use application we were preparing to submit to the City. We felt it important for the tenant to know that the property would be discussed so that they could attend the meeting should they wish.

In June we filed a land use application with the City of Oregon City requesting that property be included in Providence Willamette Falls Medical Center's master plan that was adopted in 2012. The property is currently zoned mixed use employment. Attached is a detailed map that shows the changes Providence is requesting in the application.

On Nov. 9 this application will be discussed at the City of Oregon City's planning commission, and is scheduled to be brought before City Council on Dec. 16. Providence is awaiting the decisions on our land

use application before making any changes with the properties it owns along 15th Street. Should we change the use of those properties, we commit to a four month notification and a move allowance equivalent to one month's rent.

I hope this addresses your concerns and I thank you for your advocacy. Feel free to contact me, or Renee King, with any further questions.

Russ Reinhard Chief Executive

From: Laura Terway [mailto:lterway@ci.oregon-city.or.us]

Sent: Thursday, October 15, 2015 12:47 PM **To:** Alex Bursheim <<u>AlexB@cccchs.org</u>>

Cc: Stefanie Slyman <<u>stefanies@hhpr.com</u>>; Josh Kolberg <<u>josh@pkaarchitects.com</u>>

Subject: RE: Providence Willamette Falls Zone Change

Alex,

Thank you for your email. The property located at 1810 15th street is included in the development application. The complete application may be found online <u>here</u> with a general timeline for the implementation of the Master Plan. I have copied the applicant on this email response so you may contact them directly for a more specific timeline. Please feel free to contact me with any additional questions or concerns.



Laura Terway, AICP Planner

Planning Division

City of Oregon City PO Box 3040 221 Molalla Avenue, Suite 200 Oregon City, Oregon 97045

Planning Division - 503.722.3789

Fax 503.722.3880

Direct - 503.496.1553

Website: www.orcity.org | webmaps.orcity.org | Follow us on: Facebook! Twitter

Think **GREEN** before you print.

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday. PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Alex Bursheim [mailto:AlexB@cccchs.org]
Sent: Thursday, October 15, 2015 12:33 PM

To: Laura Terway

Subject: Providence Willamette Falls Zone Change

Hello Laura,

My name is Alex and I am a family coach for Clackamas County Early Head Start, and I was hoping that you could give me some details about the Providence Willamette Falls proposed changing of the Master Plan in the area around the hospital. I have a family on my case load that lives at 1810 15th St. Oregon City, OR 97045, and they are wondering if they are in danger of losing their home because of this plan change. Also, is there a timeline for construction if the plan goes through? They intend to be at the City Council meeting, but would also like as much information as possible before hand, so that if they need to start planning a move they can do so with ample time. The family includes a recently single Mother and four young children, along with family pets, so a time frame for the project is crucial for their well-being. If you can not provide me with this information, I would greatly appreciate it if you could point me in the right direction.

Thank you,
Alex Bursheim
Early Head Start Family Coach
Clackamas County Children's Commission
109 2nd Street Canby, OR
971 295 7041

This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

APPENDIX A-2012 Master Plan Transportation Impact Analysis

Transportation Impact Analysis

Providence Willamette Falls Medical Center

Oregon City, Oregon

August 2011



Transportation Impact Analysis

Providence Willamette Falls Medical Center

Oregon City, Oregon

Prepared For:

Providence Health & Services

Real Estate & Construction Development

4400 NE Halsey Street

Building 1, Suite 160

Portland, OR 97213

(503) 215-6575

Prepared By: **Kittelson & Associates, Inc.** 610 SW Alder Street, Suite 700 Portland, OR 97205 (503) 228-5230

Project Manager: Julia Kuhn, P.E. Project Principal: Chris Brehmer, P.E.

Project No. 10567.0

August 2011



Table of Contents

Section 1	Executive Summary	1
Section 2	Introduction	6
Section 3	Existing Conditions	11
Section 4	Transportation Impact Analysis	24
Section 5	Parking Analysis	42
Section 6	Conclusions and Recommendations	51
Section 7	References	55

List of Figures and Exhibits

Figure 1	Site Vicinity Map	8
Figure 2	Conceptual Site Plan	9
Figure 3	Year 2011 Existing Lane Configurations and Traffic Control Devices	13
Figure 4	Year 2011 Existing Traffic Conditions, Weekday AM Peak Hour	18
Figure 5	Year 2011 Existing Traffic Conditions, Weekday PM Peak Hour	19
Figure 6	Year 2021 Lane Configurations and Traffic Control Devices	26
Figure 7	Year 2021 Background Traffic Conditions, Weekday AM Peak Hour	28
Figure 8	Year 2021 Background Traffic Conditions, Weekday PM Peak Hour	29
Figure 9	Estimated Trip Distribution Pattern	33
Figure 10	Site-Generated Trips, Weekday AM Peak Hour	34
Figure 11	Site-Generated Trips, Weekday PM Peak Hour	35
Figure 12	Year 2021 Total Traffic Conditions, Weekday AM Peak Hour	38
Figure 13	Year 2021 Total Traffic Conditions, Weekday PM Peak Hour	39
Figure 14	Parking Lot Locations	44
Exhibit 1	Parking Occupancy by Number of Vehicles Parked On Campus	45
Exhibit 2	Parking Occupancy by Percentage of Parking Spaces Occupied	45
Exhibit 3	On-Street Parking Occupancy	48
Figure 15	On-Street Parking Utilization	49

List of Tables

Table 1	Existing Transportation Facilities	. 14
Table 2	PWFMC Campus Bicycle Count	. 15
Table 3	Measured Trip Generation for PWFMC Based on Traffic Counts	. 16
Table 4	Intersection Crash History (January 1, 2005 – December 31, 2009)	. 20
Table 5	Measured Trip Generation Rates for PWFMC Based on Traffic Counts	. 31
Table 6	Summary of Master Plan Proposal	. 31
Table 7	Estimated Trip Generation	. 32
Table 8	Intersections Not Meeting City Standards	. 36

Appendices

Appendix A	Traffic Count Data
------------	--------------------

Appendix B Description of Level-of-Service and Volume-to-Capacity Methods and Criteria

Appendix C Year 2011 Existing Conditions Level-of-Service Worksheets

Appendix D Crash Data

Appendix E Year 2021 Background Level-of-Service Worksheets

Appendix F Year 2021 Total Traffic Level-of-Service Worksheets

Appendix G Sight Distance Analysis

Appendix H Parking Utilization Data



EXECUTIVE SUMMARY

Providence Health & Services is preparing a Master Plan and Detailed Development Plan (DDP) for its Providence Willamette Falls Medical Center (PWFMC) campus. The Master Plan will include development of the property between Division Street, Davis Road, Trillium Park Drive, and Gilman Drive, in addition to the property immediately west of Division Street between 14th Street and 16th Street and the property immediately east of Division Street between Penn Lane and Davis Road.

As part of the Master Plan, the existing campus buildings will remain intact and operational. PWFMC is seeking approval to increase the amount of development on-campus by a net addition of 104,000 square feet, which accounts for two additional medical office buildings (MOBs), expansions to the existing hospital building, and a central utility plant (CUP). The DDP includes the upgrading of the existing gravel parking lot adjacent to Penn Lane. As part of the upgrading, the parking lot will be paved and stormwater, landscaping and curbs will be added. No traffic impacts are anticipated by the paving of the parking lot. All other planned additions to the campus will require separate DDP submissions and subsequent traffic analyses.

This report summarizes the transportation and parking analyses needed to support the Master Plan. The pertinent findings and recommendations are summarized below.

Findings

EXISTING TRANSPORTATION SYSTEM OPERATIONS AND SAFETY

- Under existing conditions, all study intersections meet operating standards during both the a.m. and p.m. peak hours.
- Only five of the study intersections have any reported crashes over the past five years. No safety mitigation needs have been identified based on the crash data alone.
- Several mitigations have been identified that would improve sight distance at the PWFMC accesses and the roadways that intersect Division Street across from the PWFMC campus. In order to provide adequate sight distance, PWFMC should move the hospital sign at the intersection of Division Street/Davis Road and restrict on-street parking and consider bulbouts for the accesses and intersections along Division Street, particularly at the intersections of Division Street/Davis Road, Division Street/15th Street, and the Division Street/PWFMC Access Road (between 13th Street and 14th Street). The City and property owners should consider trimming and maintaining the shrubs near the roadway.

YEAR 2021 TRANSPORTATION SYSTEM OPERATIONS

• The 104,000 square feet of net building space proposed as part of the Master Plan is estimated to generate 87 weekday a.m. and 91 weekday p.m. peak hour trips, assuming no additional reduction in campus-related drive-alone travel is realized during the next ten years.



- Assuming year 2021 background conditions without an increase in campus-related uses, the
 Redland Road/Anchor Way and Molalla Avenue/7th Street intersections do not meet City of
 Oregon City operating standards. The Molalla Avenue/7th Street intersection is anticipated
 to operate acceptably for the next five years (through the year 2016) whereas the Redland
 Road/Anchor Way intersection is anticipated to operate acceptably for the next six years
 (through the year 2017) with increases in background growth.
- Assuming year 2021 total build-out conditions, the Master Plan does not cause any intersections to not meet City of Oregon City operating standards.
 - o The City has been evaluating the potential for a roundabout at the Molalla Avenue/7th Street intersection. With a roundabout in-place, this intersection would meet City standards at full build-out of the Master Plan.
 - The Redland Road/Anchor Way intersection is anticipated to warrant a traffic signal within the next six years. This improvement has been identified in the Oregon City TSP. With a signal in-place, this intersection would meet standards.

MODE SPLIT AND PARKING

- The 2011 Employee Commute Options (ECO) survey results represent a slight decrease in the drive-alone mode split from the July 2010 survey (a decrease from 89 to 88 percent).
 PWFMC's efforts to reduce the drive-alone rate will continue to lessen both parking and traffic impacts associated with the campus over time.
- There is sufficient on-campus parking today to accommodate the existing peak daily demand. During the highest hour of parking utilization, approximately 78 percent of the spaces are full within the existing Master Plan boundaries. This level of utilization still provides sufficient opportunities for patients and visitors to easily and efficiently find a parking space without unnecessary circulating through the garages or parking lots.
- Based on the existing parking demand, a campus-wide rate of 1.95 spaces per 1,000 square feet of building space should be supplied on-campus throughout the next ten years. Accounting for an excess of parking today, 138 new spaces would be needed campus-wide upon build-out of the Master Plan uses.
- PWFMCshould monitor the need for supplying a campus-wide rate of 1.95 spaces per 1,000 square feet of buildings space to ensure that this ratio remains applicable as the drive-alone rate to campus continues to decrease over time.
- There is limited use of the first block of 15th Street (west of Division Street) by hospital staff and visitors. Neighborhood feedback indicated that hospital staff and visitors also frequently park on the first blocks of 14th Street and 16th Street (west of Division Street). PWFMCshould continue to monitor this situation and work with the neighborhood to ensure any impacts are mitigated.



Recommendations

- In order to achieve adequate sight distance at the PWFMC accesses and roadways intersecting Division Street, the hospital sign at the intersection of Division Street/Davis Road should be moved east. Parking restrictions and bulb-outs should also be considered in order to acquire additional sight distance, specifically at the intersections of Division Street/Davis Road, Division Street/15th Street, and the Division Street/PWFMC Access Road (between 13th Street and 14th Street). The City and property owners should consider trimming and maintaining the shrubs near the roadway.
- Based on existing parking demand, 1.95 parking spaces should be provided per 1,000 square feet of total building space on-campus. This ratio should be monitored over time to ensure its application remains appropriate as the campus experiences further reductions in the drive-alone rate. This ratio results in a total campus need of 138 new parking spaces.
- PWFMCshould work with the City of Oregon City to contribute a pro rata share of improvements at the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections. The timing of and need for these pro rata share improvements should be determined as part of subsequent DDP submittals. Improvements at these locations are not anticipated to be needed for five to six years, and the timing of expansions to the hospital that are included in the Master Plan have not yet been defined.
 - o Based on current estimates, build-out of the Master Plan uses would contribute approximately 1.1 percent of the p.m. peak hour traffic volumes in the year 2021 at the Molalla Avenue/7th Street intersection.
 - At the Redland Road/Anchor Way intersection, build-out of the Master Plan uses would contribute approximately 2.3 percent of the p.m. peak hour traffic volumes in the year 2021.

Section 2 Introduction

INTRODUCTION

Project Description

As part of the Master Plan, Providence Willamette Falls Medical Center (PWFMC) is proposing a net increase of 104,000 square feet of new space on campus. The new Master Plan will include development of the property between Division Street, Davis Road, Trillium Park Drive, and Gilman Drive, in addition to the property immediately west of Division Street between 14th Street and 16th Street and the property immediately east of Division Street between Penn Lane and Davis Road. Figure 1 illustrates the site vicinity and updated campus boundary. Figure 2 shows the Master Plan conceptual uses.

There are a number of public roadways and private accesses that serve the campus today. The majority of these will be maintained as part of future development. One additional access point along Penn Lane is proposed as part of future campus development and will serve a parking lot that has an existing access to Division Street that will be closed.

Construction activities are expected to occur over the course of several years, depending on fiscal resources and operational needs. For the purposes of this report, a ten-year planning horizon was used to understand transportation impacts associated with build-out of the Master Plan uses.

A Detailed Development Plan (DDP) is being submitted concurrently with the Master Plan. As part of this DDP, PWFMC proposes to upgrade the parking lot adjacent to Penn Lane. No traffic impacts are anticipated with the paving of this parking lot.

Scope of the Report

This report identifies the transportation-related impacts associated with development of an additional 104,000 square feet of net new campus space proposed as part of the Master Plan update and was prepared in accordance with the City of Oregon City standards. The study intersections and scope of this project were selected based on a review of the local transportation system and direction provided by City staff. Operational analyses were performed for the weekday a.m. and p.m. peak hours at the following locations:

Off-Site Locations

- 1. Cascade Highway (OR 213)/Redland Road
- 2. Redland Road/Holcomb Boulevard-Abernethy Road
- 3. Redland Road/Anchor Way
- 4. Molalla Avenue/7th Street
- Molalla Avenue/Division Street
- 6. 7th Street/Division Street



LEGEND

Layout Tab: 01

Aug 21, 2011 - 10:14am - atanaka

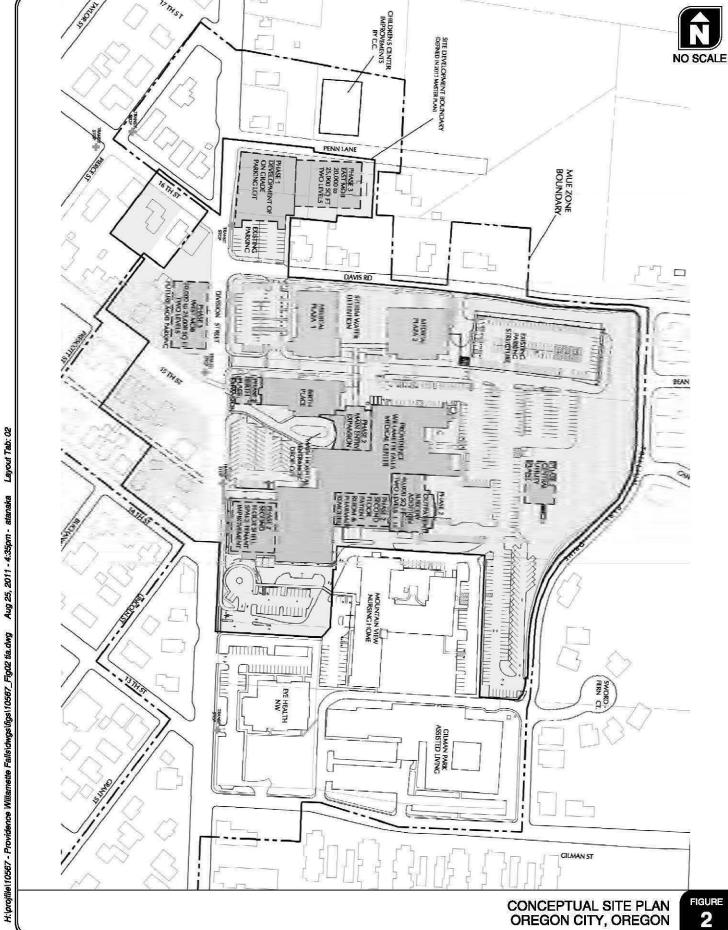
C:\Documents and Settings\atanaka\Desktop\10567_Fig02.dwg

- STUDY INTERSECTIONS

SITE VICINITY MAP OREGON CITY, OREGON







KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING / PLANNING

2

Campus Adjacent Locations

- 7. Division Street/Davis Road
- 8. Division Street/Penn Lane (Total Traffic Conditions Only)

Campus Accesses

- A1E. Access #1 (Existing Location): Division Street/Between 16th Street and Penn Lane (Existing Traffic Conditions Only)
- A1F. Access #1 (Future Location): Penn Lane/East of Division Street (Total Traffic Conditions Only)
- A2. Access #2: Davis Road/West Access between Division Street and Trillium Park Drive (This access point contains two driveways with (A) access to the parking lot between Penn Lane and Davis Road and (B) access to the parking lot south of Davis Road.)
- A3. Access #3: Davis Road/East Access between Division Street and Trillium Park Drive
- A4. Access #4: Division Street/Between Davis Road and 15th Street
- A5. Access #5: Division Street/15th Street
- A6. Access #6: Division Street/Between 13th Street and 14th Street

This report summarizes these transportation areas:

- Existing land-use and transportation-system conditions within the site vicinity during the weekday a.m. and p.m. peak periods;
- Year 2021 traffic conditions during both peak periods;
- Trip generation and distribution estimates for the proposed Master Plan uses;
- Campus parking demand and supply analyses;
- On-street parking analyses; and
- Conclusions and recommendations.





EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current multimodal, operational, functional, and safety characteristics of the transportation system within the vicinity of the campus. These conditions are compared with future conditions later in this report.

Kittelson & Associates, Inc. (KAI) staff collected information regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area during the spring and summer of 2011.

Campus Conditions and Adjacent Land Uses

The main Providence Willamette Falls Medical Center (PWFMC) campus encompasses the area between Division Street, Davis Road, Trillium Park Drive, and Gilman Drive. The main campus includes 335,076 square feet of medical and administrative/support uses today. In addition, 16,105 square feet of shelled space has been constructed within the hospital but is not yet in use.

Structured parking and surface parking are available on the campus today. The parking structure is located on the northeast corner of the campus near the intersection of Davis Road and Trillium Park Drive. The parking structure has two accesses that are located off of Davis Road (to the north) and through the surface parking lot (to the south). There are surface parking lots currently surrounding the campus. Two of the parking lots are located on the northeast and southeast corners of the Division Street/Davis Road intersection. Another surface parking lot is located on the west side of the campus, near the Division Street/15th Street intersection, and wraps around the east side of the Hospital, extending to Trillium Park Drive. A gated driveway is located on the southeast corner of the campus connecting to Trillium Park Drive and is for emergency use only.

The PWFMC campus is zoned Mixed Use Employment (MUE). The MUE zoning extends beyond the PWFMC campus to the north, south, and west. There is a Children's Center on Penn Lane outside of the Master Plan boundary to the north. Other medical providers are located to the south of the Master Plan boundary, including the Mountain View Nursing Home, Eye Health Northwest, and Gilman Park Assisted Living. While Eye Health Northwest and Gilman Park Assisted Living have their own surface parking lots and accesses, Mountain View Nursing Home shares the PWFMC Division Street access between 13th Street and 14th Street. The surrounding properties beyond the MUE zoned area are generally residentially zoned as single family (R-6 and R-10) to the west and east and multi-family (R-2) to the south.

Transportation Facilities

Table 1 provides a summary of the transportation facilities included in the analyses. This table outlines the operational characteristics of the streets, as well as the modal functional classifications identified in the City of Oregon City *Transportation System Plan* (TSP, Reference 1). Figure 3 identifies the lane configurations and traffic control devices at the study intersections.

FIGURE

3

- TRAFFIC SIGNAL

Table 1 Existing Transportation Facilities

Roadway	Classification	Number of Lanes	Posted Speed (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking	Transit Route
Cascade Highway (OR 213)	Expressway	4 - 5	45	No	Yes	No	No
Redland Road	Minor Arterial	2 - 5	45	Partial ¹	Yes	No	No
Holcomb Boulevard	Minor Arterial	2 - 4	40	Yes	Yes	No	Yes
Anchor Way	Minor Arterial	2	25	Partial ²	Partial ²	No	No
Division Street	Minor Arterial	2	25	Partial ³	Partial ⁴	Partial ⁵	Yes
Penn Lane	Local Street	2	NP ⁶	Yes	No	Yes	No
Davis Road	Local Street	2	NP ⁶	Yes	No	Yes	No
15 th Street	Collector	2	25	Yes	No	Yes	No
7 th Street	Minor Arterial	2	25	Yes	No	Yes	Yes
Molalla Avenue	Major Arterial	2 - 3	25	Yes	Yes	No	Yes

¹ Sidewalks are provided along Redland Road to the south of Holcomb Boulevard-Abernethy Road.

PEDESTRIAN AND BICYCLE FACILITIES

The PWFMC campus and surrounding neighborhood are generally well served by a grid network of streets and sidewalks today. Sidewalks are available adjacent to the campus on both Division Street and Davis Road, as well as along the major connecting roadways near the campus, including Molalla Avenue, 7th Street, and 15th Street. Additional sidewalk connectivity is planned in the vicinity of the PWFMC campus, as identified in the City of Oregon City TSP. The need for new sidewalks has been identified for Division Street, Anchor Way, Redland Road, Holcomb Boulevard-Abernethy Road, 15th Street, and Molalla Avenue.

Bicycle lanes are currently provided on Division Street between 13th Street and 15th Street and along some of the major surrounding roadways, including Redland Road and Molalla Avenue. According to the TSP, bicycle lane improvements are needed on Division Street, 15th Street, Cascade Highway (OR 213), Anchor Way, Holcomb Boulevard- Abernethy Road, 7th Street, and Molalla Avenue.

Bicycle parking counts were conducted once per day on the PWFMC campus around 11:00 a.m. from Monday, July 18, 2011, through Thursday, July 21, 2011. The results are summarized in Table 2. The bicycle counts revealed that, on average, there are two bicycles parked in the designated bicycle racks per day. There may be additional bicycles parked elsewhere on campus, as PWFMC staff could take their bicycles in to their offices.

² Sidewalks and bicycle lanes are provided along Anchor Way west of Redland Road (for approximately 250 feet only).

³Sidewalks are provided along Division Street to the south of 16th Street.

⁴Bicycle lanes are provided along Division Street between 13th Street and 15th Street.

⁵On-street parking is available along Division Street to the west of 9th Street and between 16th Street and Gilman Drive.

⁶Not posted; assumed to be 25 miles per hour.

Table 2 PWFMC Campus Bicycle Count

Day	Number of Bicycles Parked in Designated Bicycle Racks
Monday, July 18, 2011	0
Tuesday, July 19, 2011	2
Wednesday, July 20, 2011	2
Thursday, July 21, 2011	3

TRANSIT FACILITIES

Two fixed-route bus stops are located within one block of the main entrance of the PWFMC campus on Division Street; a total of four stops are located within one block of the overall PWFMC campus. Service to these stops is provided by TriMet Bus Route 32. Route 32 provides service between Clackamas Community College, Oregon City, Gladstone, and Milwaukie. As of August 2011, the bus operates Monday through Friday between 5:30 a.m. and 7:30 p.m. on 30-minute headways, Saturdays between 9:30 a.m. and 5:30 p.m. on 60-minute headways, and does not offer service on Sundays. The Oregon City Transit Center provides connections to several additional bus routes and services. Other bus service in the area of the PWFMC campus is provided by TriMet Bus Routes 33, 34, and 99 (Reference 2).

Existing Campus Mode Split

The Employee Commute Options (ECO) Program is mandated by the Department of Environmental Quality (DEQ). The program requires employers with more than 100 employees to provide commute options that will reduce the number of work-commute trips made by car in Portland and the surrounding area. The ECO Program is part of the Portland-Vancouver Air Plan to meet federal health-based ozone standards (Reference 3).

Per the 2011 Employee Commute Options (ECO) survey, the existing employee mode split for the PWFMC campus is as follows:

- 88 percent single-occupancy-vehicle travel (drive-alone)
- 4 percent carpool
- 3 percent bus
- 1 percent bike
- 1 percent walk
- 0 percent telecommute
- 3 percent compressed work week

The 2011 results show a decrease in the drive-alone mode split from the July 2010 survey, which showed a rate of 89 percent. Since the baseline ECO survey was conducted in August 1997, there

has been a seven-percent reduction in drive-alone trips. PWFMC's efforts to reduce the drive-alone rate will continue to lessen both parking and traffic impacts associated with the campus over time.

Traffic Volumes and Peak Hour Operations

Peak period vehicular, pedestrian, and bicycle counts were collected on June 2, 2011, at the study intersections and PWFMC accesses.

ODOT requires that a seasonal factor be applied to traffic volumes on ODOT facilities. Seasonal factors adjust traffic counts based on trends seen during the peak month of the year. Because the traffic counts for this study were taken in June, a seasonal factor of 1.01 was applied to the volumes on OR 213 at the OR 213/Redland Road intersection.

Figure 4 and Figure 5 provide a summary of the existing turning-movement counts during the weekday a.m. and p.m. peak hours, respectively. *Appendix "A" contains the traffic counts used in this study*.

The PWFMC campus currently generates 339 trips during the a.m. peak hour and 356 trips during the p.m. peak hour, as shown in Table 3.

Table 3 Measured Trip Generation for PWFMC Based on Traffic Counts

Wee	ekday AM Peak Hour	Trips	Wee	ekday PM Peak Hour 1	Гrips
In	Out	Total	In	Total	
257 (76%)	82 (24%)	339	89 (25%)	267 (75%)	356

CURRENT LEVELS OF SERVICE

Level-of-service (LOS) analyses described in this report were performed in accordance with the procedures stated in the 2000 Highway Capacity Manual (Reference 4). All intersection level-of-service evaluations used the peak 15-minute flow rate during the peak hour. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. A description of level of service and the criteria by which it is determined is presented in Appendix "B."

Per the City of Oregon City Guidelines for Transportation Impact Analyses (Reference 5):

- The minimum acceptable LOS is defined as follows for signalized intersections located outside the Regional Center boundaries:
 - o LOS "D" or better for the intersection as a whole *and n*o approach operating at worse than LOS "E" *and* a volume-to-capacity (v/c) ratio not higher than 1.0 for the sum of the critical movements.
- For signalized intersections within the Regional Center boundaries, the following minimum LOS standards will be allowed:
 - o LOS "D" can be exceeded during the a.m. and p.m. peak hour; however, during the second hour of each two-hour peak period, LOS "D" or better will be required for



the intersection as a whole *and* no approach operating at worse than LOS "E" *and* a v/c ratio not higher than 1.0 for the sum of the critical movements.

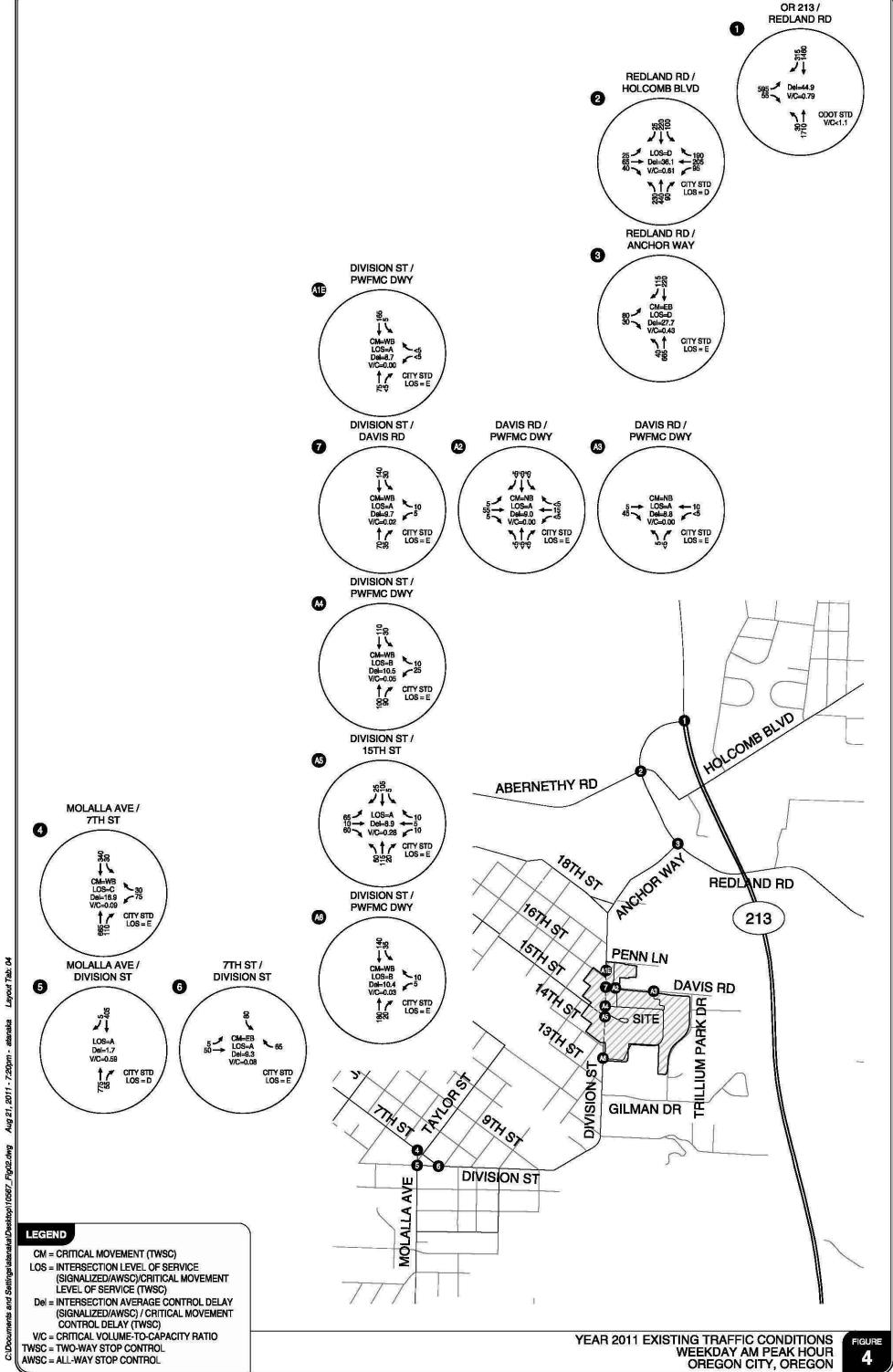
- Oregon City's minimum acceptable LOS is defined as follows for unsignalized intersections throughout the City:
 - o LOS "E" or better for the poorest operating approach *and* with no movement serving more than 20 peak hour vehicles operating at worse than LOS "E." In other words, LOS "F" will be tolerated for minor movements during a peak hour.

Operations at the OR 213/Redland Road intersection are governed by ODOT, which operates and maintains the intersection. The v/c mobility standard from the Oregon Highway Plan (OHP, Reference 6) is 1.10 for the first peak hour and 0.99 for the second peak hour.

Figures 4 and 5 summarize the level-of-service analyses for the study intersections. The OR 213/Redland Road intersection currently operates acceptably during the a.m. and p.m. peak periods using ODOT standards. The Redland Road/Holcomb Boulevard-Abernethy Road intersection is located within the Regional Center boundaries, and it currently operates acceptably during the a.m. and p.m. peak periods using City standards.

The signalized study intersections located outside of the Regional Center boundaries and the unsignalized study intersections also operate acceptably during both peak periods. *Appendix "C" includes the level-of-service worksheets for the existing traffic conditions.*



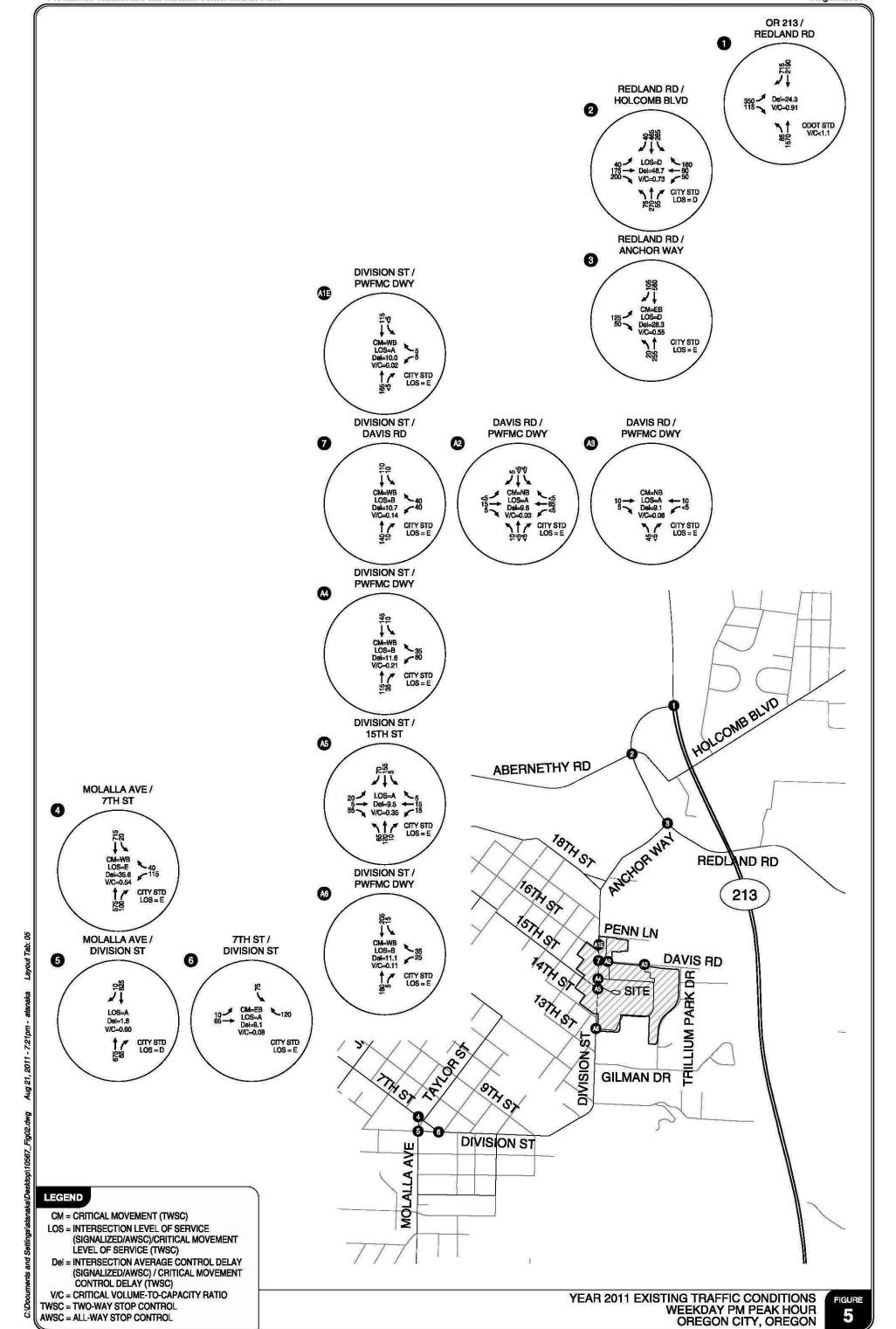


KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING / PLANNING

TWSC = TWO-WAY STOP CONTROL

AWSC = ALL-WAY STOP CONTROL

4



Safety Analyses

CRASH RECORDS

The crash history of each study intersection was reviewed in an effort to identify potential safety issues. Crash records were obtained from ODOT for the five-year period from January 1, 2005, through December 31, 2009. Table 4 displays the crashes reported at the study intersections and access points during the five-year period. *Appendix "D" contains the crash records obtained from ODOT.*

Table 4 Intersection Crash History (January 1, 2005 – December 31, 2009)

	Collision Type			Severity				Crash	
Intersection	Rear-End	Turning	Angle	Other	PDO ¹	Injury	Fatal	Total	Rate ²
Cascade Hwy (OR 213)/Redland Road	2	6	-	-	4	4	-	8	0.09
Redland Road/Holcomb Boulevard-Abernethy Road	3	-	-	-	2	1	-	3	0.09
Redland Road/Anchor Way	1	4	1	-	4	2	-	6	0.29
Division Street/7 th Street	-	-	-	-	-	-	-	0	0.00
Molalla Avenue/Division Street	-	-	1	1	1	1	-	2	0.07
Molalla Avenue/7 th Street	-	2	2	-	2	2	-	4	0.14
Division Street/Davis Road	-	-	-	-	-	-	-	0	0.00
Access A1E: Division Street/South of Penn Lane	-	-	-	-	-	-	-	0	0.00
Access A2: Davis Road/West Access between Division Street and Trillium Park Drive	-	-	-	-	-	-	-	0	0.00
Access A3: Davis Road/East Access between Division Street and Trillium Park Drive	-	-	-	-	-	-	-	0	0.00
Access A4: Division Street/Between Davis Road and 15 th Street	-	-	-	-	-	-	-	0	0.00
Access A5: Division Street/15 th Street	-	-	-	-	-	-	-	0	0.00
Access A6: Division Street/Between 13 th Street and 14 th Street	-	-	-	-	-	-	-	0	0.00

¹ PDO – Property Damage Only.



² Crash Rate = Crashes per million entering vehicles.

As shown in Table 4, the study intersections and campus access points have experienced relatively low crash rates.

Based on a review of the crash records, six of the eight crashes that occurred at the signalized OR 213/Redland Road intersection were turning crashes. Four of the six turning crashes at that location involved eastbound vehicles turning left, and four of the six crashes occurred during dark conditions. One of the turning crashes involved a bicyclist. ODOT is currently rebuilding this intersection, as will be discussed later in this report.

The majority of crashes reported at the unsignalized Redland Road/Anchor Way intersection involved turning and angle crashes. Three of those turning and angle crashes involved eastbound vehicles turning left from Anchor Way on to Redland Road. The most common cause was cited as vehicles not yielding the right-of-way. However, there are no discernable patterns related to time of day or weather conditions.

While left turns are not permitted at the Molalla Avenue/Division Street intersection, the angle crash involved a right-turning vehicle and a bicyclist. The other crash reported at this location was caused by a vehicle backing up into another vehicle.

Overall, there are no discernable patterns related to time of day or weather conditions at the study area intersections.

DRIVEWAY SIGHT DISTANCE

A sight distance investigation was conducted at the PWFMC accesses and the public roadways across from the campus that intersect Division Street. Table G1 (in "Appendix G") contains information on the available sight distance at each intersection. More detailed information and pictures from each access and roadway are also provided in "Appendix G."

Based on the posted speed limit along Division Street (25 miles per hour), 280 feet of intersection sight distance is required in both directions, in accordance with the AASHTO *Policy on Geometric Design of Highways and Streets* (Reference 7) that is referenced in the City of Oregon City *Guidelines for Transportation Impact Analysis*. Measurements were based on an eye height of 3.5 feet and an object height of 3.5 feet above the road; and were assumed to be 6.5 feet from the near edge of pavement to the front of a stopped vehicle (actual measurements were taken 14.5 feet from the travel edge).

Sight distance is limited by parked vehicles to the south of the following intersections:

- Division Street/Penn Lane;
- Division Street/16th Street;
- Division Street/Davis Road; and
- Division Street/PWFMC Access (at 15th Street).

Sight distance is limited by parked vehicles to the north of the following intersections:

Division Street/Davis Road;



- Division Street/PWFMC Access (Between 15th Street and Davis Road);
- Division Street/14th Street; and
- Division Street/PWFMC Access Road (Between 13th Street and 14th Street).

Sight Distance Recommendations

Sight distance could be improved at these locations by restricting on-street parking along Division Street immediately adjacent to the intersections. In addition to signing and striping options, bulbouts could be constructed to accommodate pedestrians and facilitate sight distance. In particular, bulb-outs at the Division Street/Davis Road, Division Street/15th Street, and Division Street/PWFMC Access Road (between 13th and 14th Street) intersections would improve sight distance compliance.

Even if on-street parking is restricted, sight distance would still be obstructed by a hospital sign to the north of the Division Street/Davis Road intersection. In order to have 280 feet of sight distance at that location, the sign would need to be moved further east.

While PWFMC could adjust on-street parking and the hospital sign, the City or property owners should consider implementing the following additional recommendations. Sight distance is limited by shrubs to the east of the PWFMC West Access located on the north side of Davis Road, and in addition to the shrubs, sight distance is limited by a mailbox and fence at the PWFMC East Access located on the north side of Davis Road. The shrubs should be trimmed and maintained to accommodate the required sight distance at the West Access. Plans for the parking lot located between Penn Lane and Davis Road include restricting the East Access to an inbound-only access, which this analysis confirms would improve sight lines at that location.

Shrubs are also a sight-distance obstruction for eastbound drivers facing to the north and south of the Division Street/14th Street intersection and to the south of the Division Street/PWFMC Access Road (between 13th Street and 14th Street) intersection. The shrubs should be trimmed and maintained to achieve adequate sight distance at those locations.

Existing Conditions Summary

The key findings from the existing conditions analysis are summarized below.

- The PWFMC campus currently produces 339 trips during the a.m. peak hour and 356 trips during the p.m. peak hour.
- The 2011 ECO survey results represent a slight decrease in the drive-alone mode split from the July 2010 survey (a decrease from 89 to 88 percent). PWFMC's efforts to reduce the drive-alone rate are expected to continue to lessen both parking and traffic impacts associated with the campus over time.
- The OR 213/Redland Road intersection operates acceptably during the a.m. and p.m. peak hours under ODOT standards.
- The Redland Road/Holcomb Boulevard-Abernethy Road intersection is located within the Regional Center boundaries, and it operates acceptably during the a.m. and p.m. peak periods, according to City of Oregon City standards.



- All of the signalized study intersections and access points within the Regional Center boundaries and all of the unsignalized intersections and access points meet City operating standards during both the weekday a.m. and p.m. peak hours.
- A review of historical crash records revealed that only five of the study intersections have any reported crashes over the past five years. No safety mitigation needs have been identified based on the crash data alone.
- Several mitigations have been identified that could improve sight distance at the PWFMC accesses and the roadways that intersect Division Street across from the PWFMC campus. PWFMC should move the hospital sign at the intersection of Division Street/Davis Road and restrict on-street parking and consider bulb-outs for the accesses and intersections along Division Street, particularly at the intersections of Division Street/Davis Road, Division Street/15th Street, and Division Street/PWFMC Access Road (between 13th Street and 14th Street). The City and property owners should consider trimming and maintaining shrubs near the roadway.





TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system is forecast to operate in 2021, which is representative of when the proposed campus modifications within the updated Master Plan are likely to be complete. The transportation impacts associated with the updated Master Plan were examined as follows:

- Planned developments and transportation improvements in the site vicinity were identified and reviewed;
- Year 2021 background traffic conditions were analyzed at each of the study intersections during the weekday a.m. and p.m. peak hours;
- Site-generated trips were estimated for the net increase in building square footage proposed under the updated Master Plan;
- A site trip-distribution pattern was developed and the site-generated trips were assigned to the study intersections and access points;
- Year 2021 total traffic conditions were analyzed during both peak periods; and
- On-site circulation issues and access operations were evaluated.

Year 2021 Background Traffic Conditions

The year 2021 background traffic conditions analysis identifies how the study area's transportation system will operate without the additional uses proposed as part of the updated Master Plan. This analysis includes traffic attributed to PWFMC building space that is approved and constructed but not currently used and to general growth in the region.

TRANSPORTATION FACILITIES

Most of the study intersections are expected to have the same lane configurations and traffic control devices in 2021. ODOT is currently constructing improvements on OR 213 that will include widening the eastbound approach at the OR 213/Redland Road intersection to provide two left-turn lanes and a separate right-turn lane with an overlap phase. Figure 6 shows the anticipated 2021 lane configurations and traffic control devices. The future signal timing plan for the reconstructed approach has not been completed on the OR 213 project. The existing signal timing plan was used for the background and future conditions analyses at the OR 213/Redland Road intersection, in order to maintain the existing green time on OR 213.

BACKGROUND GROWTH ASSUMPTIONS

PWFMC previously secured approval for 16,105 square feet of "shelled" space that has been constructed but is not yet in use. For traffic study purposes, the future trips associated with the shelled space were included in the background growth, as shown in Figures E1 and E2 in "Appendix E."

FIGURE

6

- TRAFFIC SIGNAL

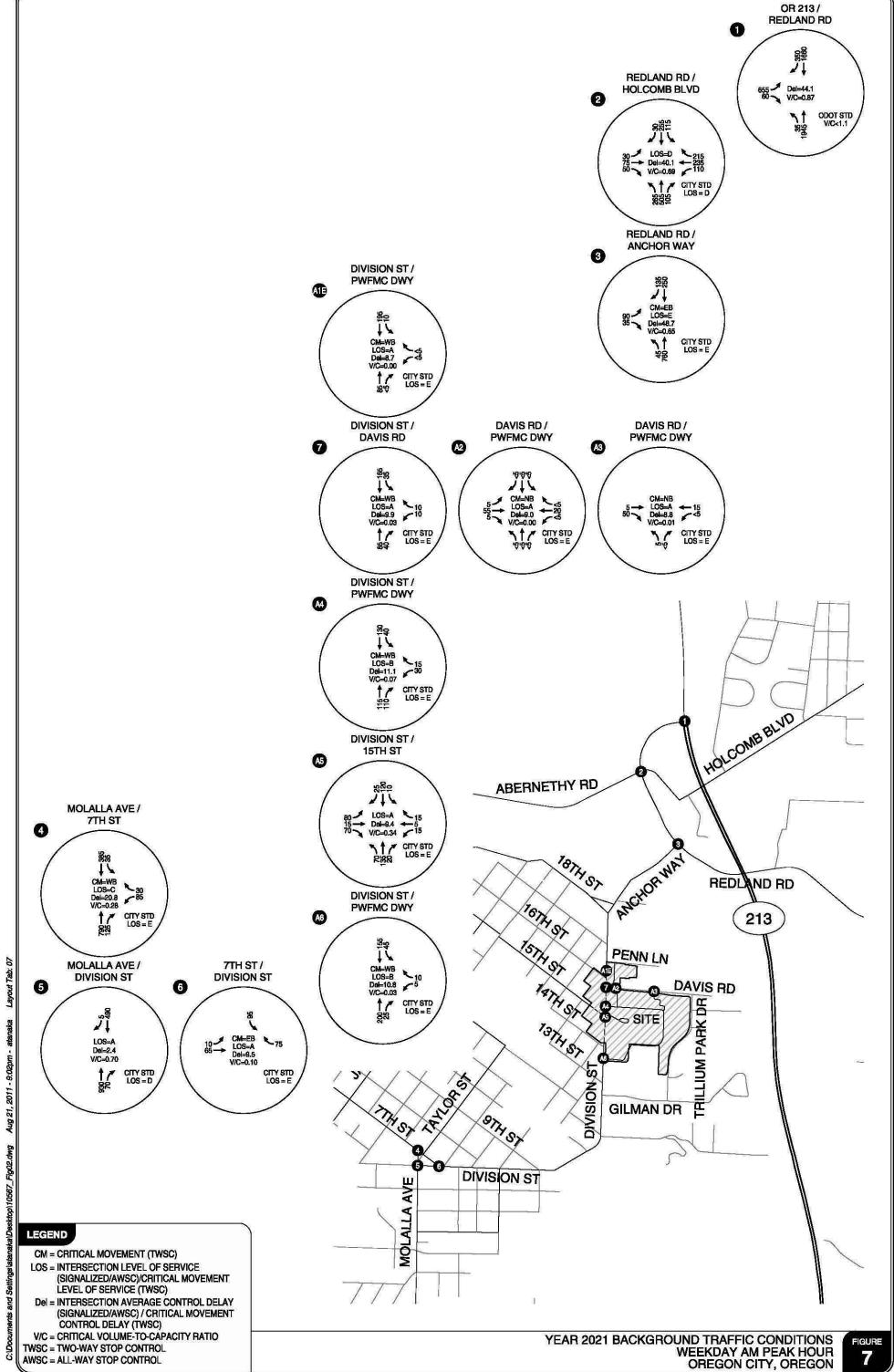
In addition to the inclusion of traffic associated with the shelled PWFMC space, annual growth rates were applied to the existing traffic counts at the study intersections to reflect local and regional growth. The assumed annual growth rates were based on historic patterns and direction from City staff.

Specifically, a 2008 study related to the OR 213/Redland Road intersection applied a 1.37-percent annual growth rate on OR 213 based on the City's *Transportation System Plan*, ODOT's *I-205 Reconnaissance Study* (*June 2006*) (Reference 8), and the *Highway 213 Urban Corridor Design Study* (Reference 9). A two percent annual growth rate was applied on Molalla Avenue because it is a major arterial, while a 1.5 percent annual growth rate was applied to the remaining study area streets because they are minor arterials, collectors, or local streets.

TRAFFIC VOLUMES & LEVEL-OF-SERVICE ANALYSIS

The year 2021 background traffic volumes are illustrated in Figure 7 and Figure 8. These figures also show the corresponding operating standards and the anticipated levels of service at the study intersections and access points in the year 2021. As indicated by the figures, the background traffic analysis determined that most of the study intersections are forecast to continue to operate acceptably, as discussed below.

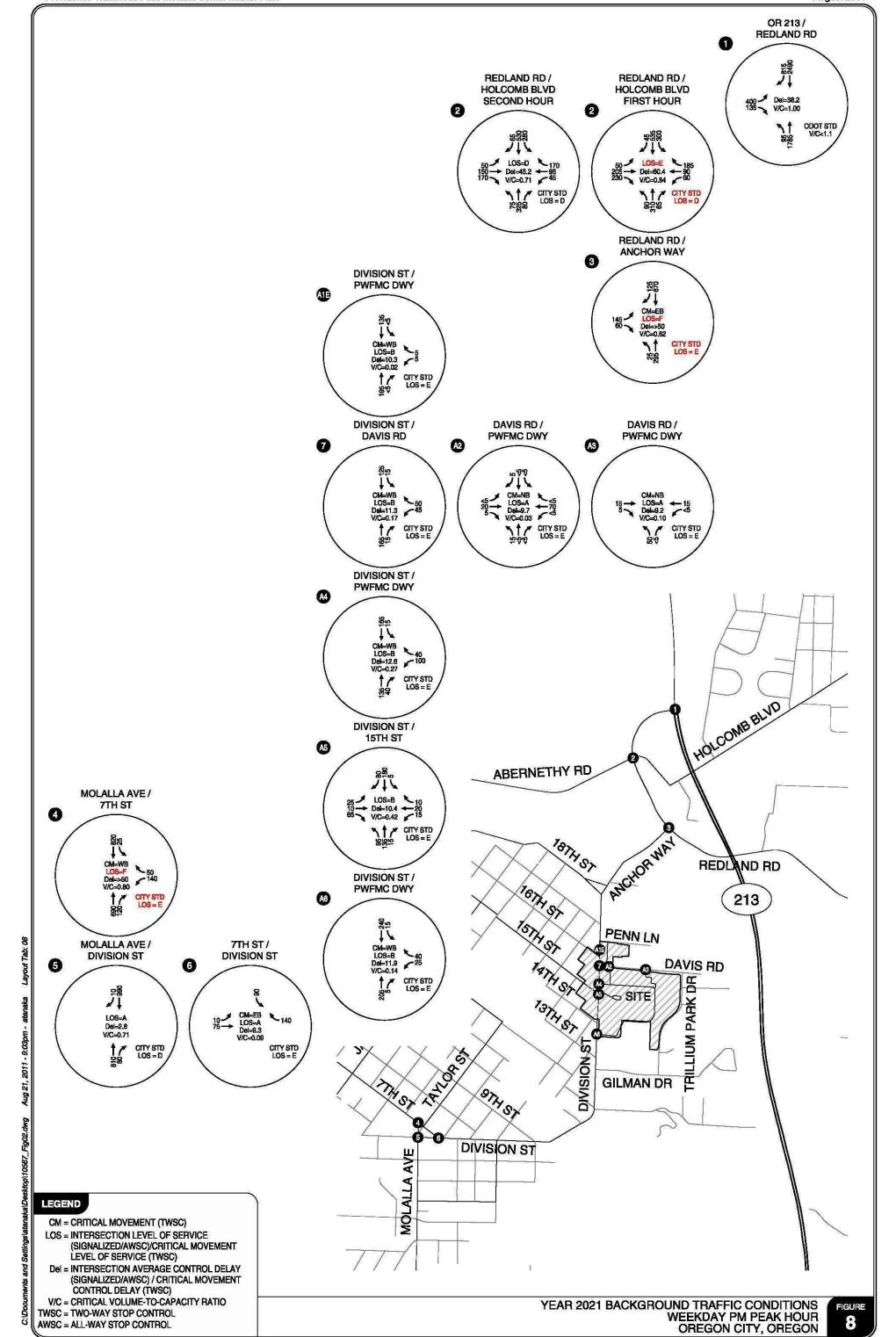
- The Redland Road/Holcomb Boulevard-Abernethy Road intersection operates at LOS E during the p.m. peak hour (which is below City standards for signalized intersections within the Regional Center boundaries). However, during the second hour of the peak period, the Redland Road/Holcomb Boulevard-Abernethy Road intersection operates at LOS D. These operations are within acceptable City standards.
- The Molalla Avenue/7th Street intersection operates at LOS F during the p.m. peak period as a result of the westbound approach. This does not meet City standards. Based on the applied growth rates, the Molalla Avenue/7th Street intersection is anticipated to meet City standards through the year 2016. In 2017, the westbound left at this intersection is anticipated to operate at LOS F with more than 50 seconds of delay.
- The Redland Road/Anchor Way intersection operates at LOS F during the p.m. peak hour as a result of the eastbound approach. These operations also do not meet City standards. Based on the applied growth rates, the Redland Road/Anchor Way intersection is anticipated to meet City standards through the year 2017. In 2018, the northbound left at this intersection is anticipated to operate at LOS F with more than 50 seconds of delay.
- The operations of the remaining intersections and access points meet the applicable standards through the year 2021. Appendix "E" contains the year 2021 background traffic level-of-service worksheets.



KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING / PLANNING

TWSC = TWO-WAY STOP CONTROL AWSC = ALL-WAY STOP CONTROL

8



AWSC = ALL-WAY STOP CONTROL

Trip Generation

Recent studies conducted at other hospital campuses in the Metro area have shown that it is most appropriate to identify a hospital campus trip rate, rather than trying to separate out the trip generation by use. These studies have shown that there is a synergy and efficiency that is gained by a hospital campus between the main hospital, medical office buildings (MOBs), and ancillary uses. In addition, we have also identified that the trip rates for Portland area hospital campuses are lower than what may be predicted by the Institute of Transportation Engineer's (ITE) *Trip Generation* (Reference 10) given the relatively high rate of non-single occupancy vehicle use at these campuses. Highlights of these representative studies are summarized below.

LOCAL HOSPITAL MASTER PLAN TRIP GENERATION

As part of the St Vincent's Master Plan recently approved by Washington County, a combined rate of 0.97 trips per 1,000 square feet of campus space was measured and approved for the weekday a.m. peak hour and a combined rate of 0.92 trips per 1,000 square feet was measured and approved for the weekday p.m. peak hour based on 2008 traffic count data. According to the 2007 Employee Commute Option survey, 74 percent of all employees surveyed traveled via a single-occupancy vehicle to the St. Vincent's campus.

In 2001, a Providence Portland Medical Center (PPMC) campus rate of 1.24 trips per 1,000 square feet of campus space was measured and approved for the weekday a.m. peak hour and a rate of 1.04 trips per 1,000 square feet of campus space was measured and approved for the weekday p.m. peak hour. Since 2001, the drive-alone rate at PPMC has decreased from 79 percent to 67 percent, according to TriMet's ECO survey. Most recently, a combined PPMC campus rate of 0.78 trips per 1,000 square feet of campus space was measured during the weekday a.m. peak hour and a rate of 0.75 trips per 1,000 square feet of campus space was measured during the weekday p.m. peak hour using traffic counts from 2010. The lower trip rates most likely reflect the success of the ECO program on the PPMC campus.

PROPOSED PWFMC TRIP GENERATION ASSUMPTIONS

The existing conditions traffic counts conducted at all access points into the hospital campus were used to determine the current campus trip rate for the PWFMC campus. The total number of vehicles observed at the campus driveways was divided by the total square-footage of the campus (total vehicles/335,076 square-feet) to develop a campus trip generation rate for PWFMC. Table 5 summarizes the measured trip generation rates for the PWFMC campus during the weekday a.m. and p.m. peak hours.



Table 5 Measured Trip Generation Rates for PWFMC Based on Traffic Counts

	Weekday A	r Trips	Weekday PM Peak Hour Trips				
In	Out	Total	Rate (Trips Per 1,000 Square Feet)	In Out Total			Rate (Trips Per 1,000 Square Feet)
257 (76%)	82 (24%)	339	1.01	89 (25%)	267 (75%)	356	1.06

The trip rates in Table 5 are representative of the proposed hospital development that includes the MOBs and expansions to the existing Hospital. The central utility plant (CUP) will operate differently than the rest of the PWFMC campus because it will used to house heating, cooling, and other building electrical equipment supporting the campus. A different trip generation rate is proposed for the CUP, as discussed in the following sections.

MASTER PLAN PROPOSAL

Currently, PWFMC is proposing a net addition of 104,000 square feet of additional campus space as part of the Master Plan. This addition accounts for two additional MOBs, expansions to the existing hospital building, and a CUP. While the trip rates in Table 5 are recommended for the 84,000 square feet of MOBs and expansions to the Hospital building, ITE *Trip Generation* rates are recommended for the 20,000 square feet of CUP.

The Central Utility Plant is an ancillary use to the campus that will not generate trips nor new staff. However to remain conservative, trip generation for the CUP building space was estimated using the high-cube warehouse land use in ITE. Table 6 contains a summary of the Master Plan proposal, and Table 7 shows the resulting trip generation for the proposed campus using both the PWFMC and ITE trip generation rates.

Table 6 Summary of Master Plan Proposal

	Size (Square Feet)
Total Existing Campus	335,076
Total In-Process (Used in Background Traffic Conditions)	
Uses Approved but Not Yet Constructed	0
Shelled Space in the Hospital Building	16,105
Total	16,105
Proposed Expansion	
MOBs and Hospital Expansions	84,000
Central Utility Plant	20,000
Total	104,000
Total Space at Build Out	455,181

Table 7 Estimated Trip Generation

	Size (Square Feet)	Wee	kday AM Peak	Hour	Weekday PM Peak Hour		
Use		In	Out	Total	In	Out	Total
PWFMC MOBs and Hospital Expansions	84,000	65	20	85	22	67	89
Central Utility Plant	20,000	1	1	2	1	1	2
Total Proposed Campus	104,000	66	21	87	23	68	91

The paving of the parking lot adjacent to Penn Lane is not anticipated to generate any new trips to the campus.

Trip Distribution

The trip distribution of site-generated trips was based on the existing 2011 traffic counts. Figure 9 illustrates the estimated trip distribution pattern for PWFMC. A majority of the site-generated traffic is anticipated to travel to and from War Veterans Memorial Parkway (I-205), Cascade Highway (OR 213), McLoughlin Boulevard (99E), and Molalla Avenue.

Figure 10 and Figure 11 show the distribution of site-generated traffic during the a.m. and p.m. peak hours respectively.

OREGON CITY, OREGON

SITE-GENERATED TRAFFIC WEEKDAY AM PEAK HOUR OREGON CITY, OREGON

FIGURE 10

OR 213/

SITE-GENERATED TRAFFIC WEEKDAY PM PEAK HOUR OREGON CITY, OREGON

FIGURE 11

Year 2021 Total Traffic Conditions

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the traffic generated by the Master Plan uses. The 2021 analysis reflects the background traffic and net new campus-generated traffic. The resultant traffic volumes during the weekday a.m. and p.m. peak hour are shown in Figure 12 and Figure 13. These figures also identify the projected operations at each of the study intersections and the corresponding standard.

Comparing the 2021 background and total traffic conditions, the Master Plan does not cause any of the intersections to not meet applicable standards. The two study intersections that were not meeting the adopted operating standards under background conditions also do not meet standards under total traffic conditions, as shown in Table 8.

	Scenario & Time	Operations			
Intersection	Period	LOS	v/c	LOS Standard	
#3: Redland Road/Anchor Way	Background PM Peak	F	0.82	E	
	Future AM Peak	F	0.72	E	
	Future PM Peak	F	0.93	E	
#4: Molalla Avenue/7 th Street	Background PM Peak	F	0.80	E	
	Future PM Peak	F	0.90	E	

Table 8 Intersections Not Meeting City Standards

Similar to background conditions, the Redland Road/Holcomb Boulevard-Abernethy Road intersection operates at LOS E during the p.m. peak hour but at LOS D during the second hour of the peak period (which puts the intersection within City standards for signalized intersections within the Regional Center boundaries).

As discussed in the previous section, the Molalla Avenue/7th Street intersection is anticipated to operate acceptably for the next five years, whereas the Redland Road/Anchor Way intersection is anticipated to operate acceptably for the next six years with increases in background growth. Based on estimated traffic volumes, the following improvements would be needed to meet City standards at these intersections:

- Molalla Avenue/7th Street: The City has been evaluating the potential for a roundabout at this location. With a roundabout in-place, this intersection would meet City standards at full build-out of the Master Plan.
- Redland Road/Anchor Way: This intersection is anticipated to warrant a traffic signal within the next six years. This improvement has been identified in the Oregon City TSP.
 With a signal in-place, this intersection would meet standards.

Given that build-out of the Master Plan does not create the need for the improvements, PWFMC should work with the City of Oregon City to contribute a pro rata share of improvements at the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections. The timing of and need for

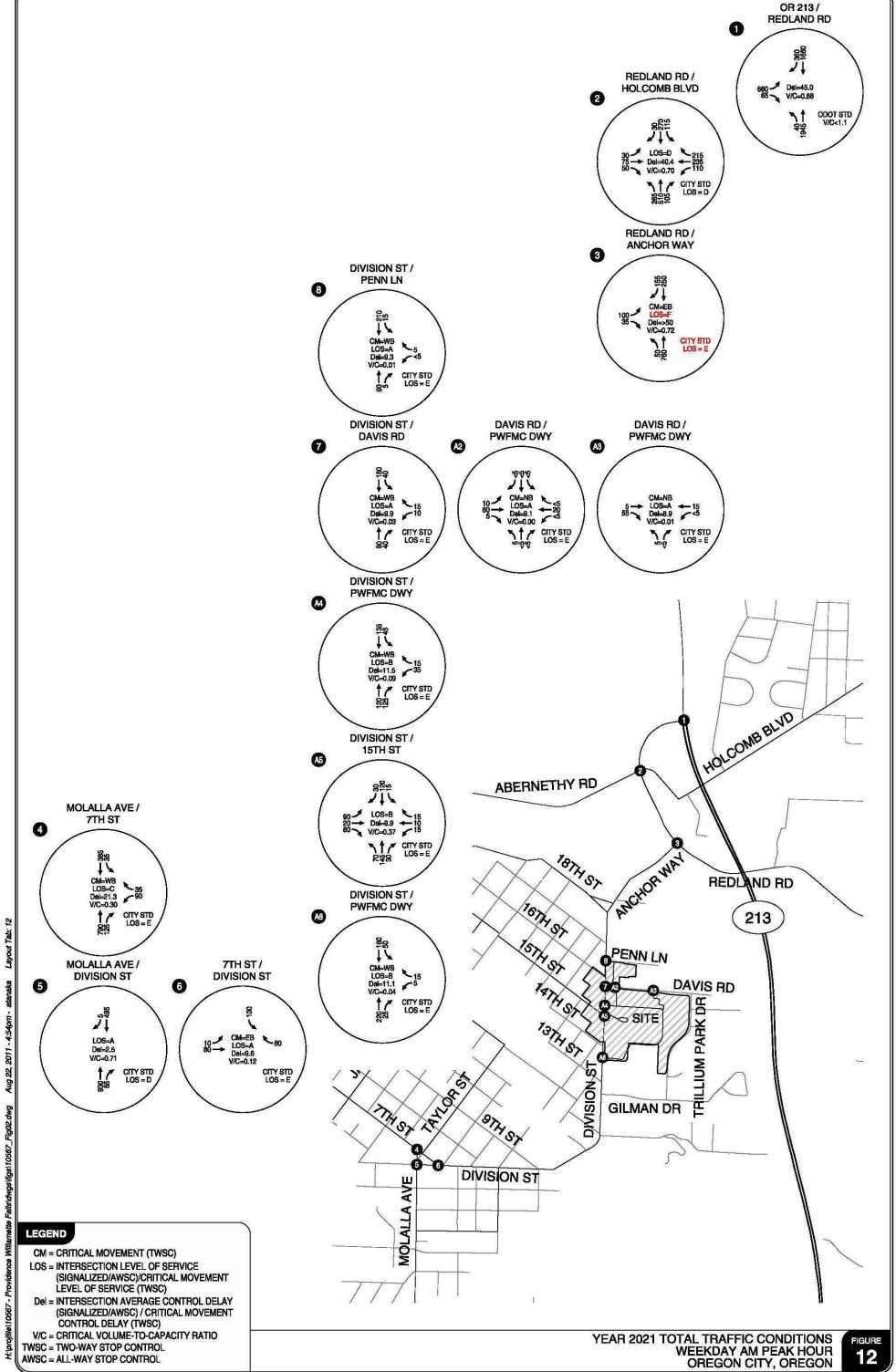


these pro rata share improvements should be determined as part of subsequent DDP submittals. Improvements at these locations are not anticipated to be needed for five to six years, and the timing of expansions to the hospital that are included in the Master Plan have not yet been defined.

- Based on current estimates, build-out of the Master Plan uses would contribute approximately 1.1 percent of the p.m. peak hour traffic volumes in the year 2021 at the Molalla Avenue/7th Street intersection.
- At the Redland Road/Anchor Way intersection, build-out of the Master Plan uses would contribute approximately 2.3 percent of the p.m. peak hour traffic volumes in the year 2021.

Appendix "F" contains the year 2021 total traffic level-of-service worksheets.



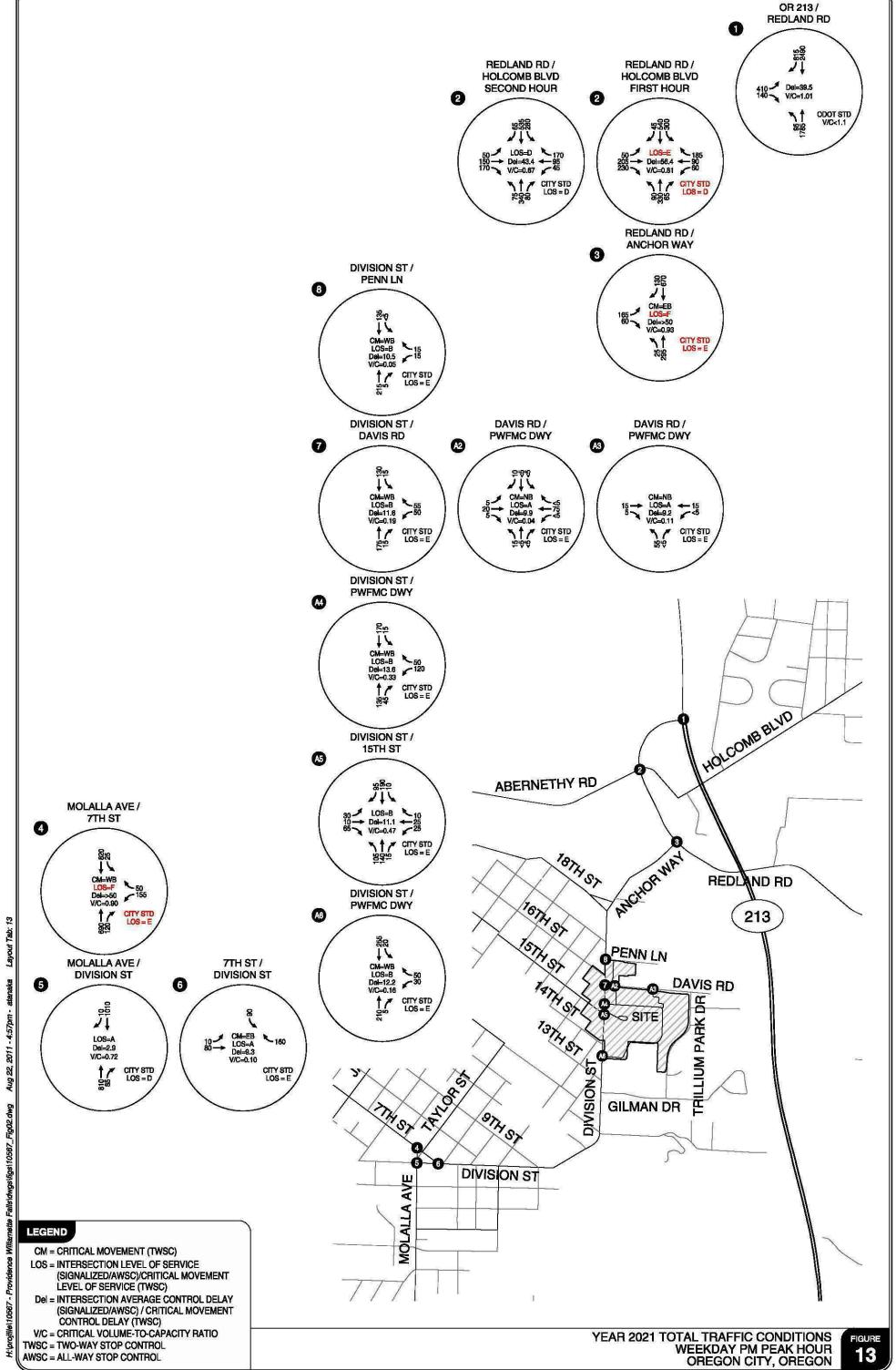


KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING / PLANNING

TWSC = TWO-WAY STOP CONTROL

AWSC = ALL-WAY STOP CONTROL

FIGURE 12



KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING / PLANNING

TWSC = TWO-WAY STOP CONTROL

AWSC = ALL-WAY STOP CONTROL

FIGURE 13

On-Site Circulation and Driveway Operations

Campus circulation was evaluated to ensure that the Master Plan provides for a well-connected pedestrian and bicycle environment and plans for sufficient vehicular traffic to/from and within the campus.

PEDESTRIAN AND BICYCLE ACCESS

The PWFMC campus includes a variety of pedestrian and bicycle access ways within the campus and sidewalks and bicycle lanes along the frontage of the campus. These facilities enable convenient and comfortable options for people walking and biking through or adjacent to the campus, as well as for those walking and biking to/from uses within the campus.

Transportation Impact Analysis Findings

The pertinent findings of the year 2021 transportation impact analyses are summarized below.

- The 104,000 square feet of net building space proposed as part of the Master Plan is estimated to generate 87 weekday a.m. and 91 weekday p.m. peak hour trips, assuming no additional reduction in campus-related drive-alone travel is realized during the next ten years.
- Assuming year 2021 background conditions without an increase in campus-related uses, the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections do not meet City of Oregon City operating standards.
 - o The City has been evaluating the potential for a roundabout at the Molalla Avenue/7th Street intersection. With a roundabout in-place, this intersection would meet City standards at full build-out of the Master Plan
 - o The Redland Road/Anchor Way intersection is anticipated to warrant a traffic signal within the next six years. This improvement has been identified in the Oregon City TSP. With a signal in-place, this intersection would meet standards.
- Assuming year 2021 total build-out conditions, no additional intersections fail under the City of Oregon City operating standards as a result of the increase in PWFMC campusrelated uses.
- PWFMC should work with the City of Oregon City to contribute a pro rata share of improvements at the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections. The timing of and need for these pro rata share improvements should be determined as part of subsequent DDP submittals. Improvements at these locations are not anticipated to be needed for five to six years, and the timing of expansions to the hospital that are included in the Master Plan have not yet been defined.
 - o Based on current estimates, build-out of the Master Plan uses would contribute approximately 1.1 percent of the p.m. peak hour traffic volumes in the year 2021 at the Molalla Avenue/7th Street intersection.

o At the Redland Road/Anchor Way intersection, build-out of the Master Plan uses would contribute approximately 2.3 percent of the p.m. peak hour traffic volumes in the year 2021.

Section 5 Parking Analysis

PARKING ANALYSIS

This section describes the PWFMC parking in-place today as well as the parking planned as part of the Master Plan.

Parking Data Collection Methodology

Parking utilization data was collected at each of the surface and structured parking locations throughout the campus between 6:00 a.m. and 6:00 p.m. on June 2, 2011. The number of vehicles parked in each of the parking locations was recorded on each hour. The study parking lots are listed below with their existing vehicular parking supplies:

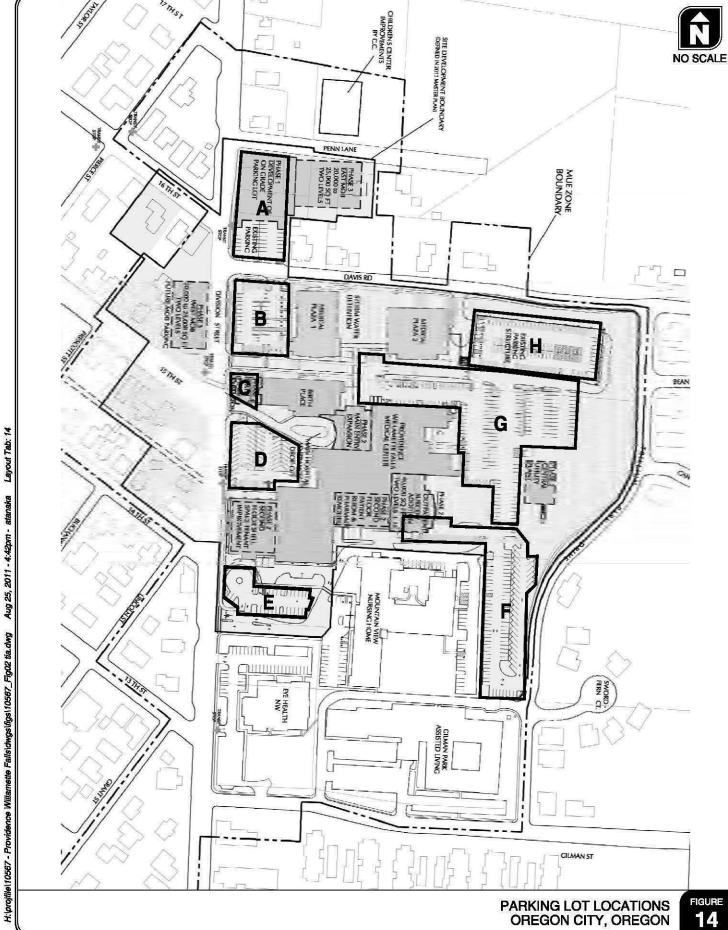
- (A) MOB Parking Lot between Penn Lane and Davis Road 66 vehicles
- (B) Medical Plaza 1 Parking Lot 47 vehicles
- (C) Birthing Center Parking Lot 10 vehicles
- (D) Main Hospital Entrance Parking Lot 54 vehicles
- (E) Main Hospital South Parking Lot between 13th Street and 14th Street 25 vehicles
- (F) Outpatient Surgery Parking Lot 128 vehicles
- (G) Medical Plaza 2 Parking Lot 193 vehicles
- (H) Parking Structure 226 vehicles

Figure 14 shows the location of each of the study parking lots on the PWFMC campus. At the time of the study, the total vehicular parking supply was measured at 749 parking spaces.

Daily Parking Demand

Exhibit 1 and Exhibit 2 show the hourly fluctuations in parking utilization based on the June 2011 data (both in terms of number of spaces occupied and percent utilization). As shown, the demand for parking is fairly consistent between 8:00 a.m. and 4:00 p.m. Peak parking demand occurred between 11:00 a.m. and 12:00 p.m. At peak times, approximately up to 78 percent of all parking spaces are utilized. "Appendix H" contains the campus parking utilization data.

For planning purposes, a general rule-of-thumb is that a parking facility's capacity is reached when approximately 85 – 90 percent of the spaces are occupied. The remaining 10 - 15 percent of available spaces provide a buffer for visitors and staff to circulate and conveniently locate a parking space.



KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING/PLANNING

14

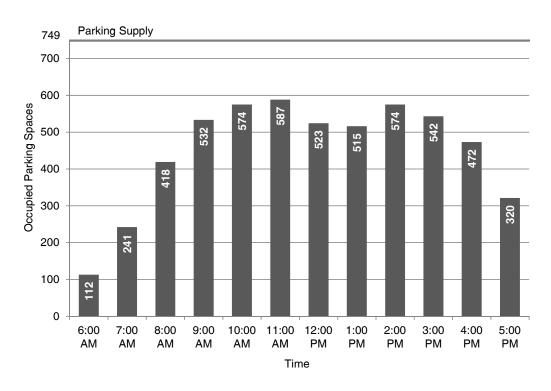


Exhibit 1 Parking Occupancy by Number of Vehicles Parked On Campus

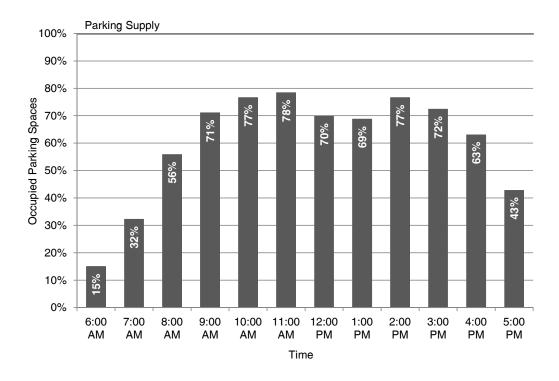


Exhibit 2 Parking Occupancy by Percentage of Parking Spaces Occupied

Peak Parking Demand

Within the PWFMC campus, the existing parking supply and demand ratios (assuming 335,076 square feet of usable space today) are as follows:

- Parking Supply = 2.24 spaces per 1,000 square feet
- Parking Demand = 1.75 spaces per 1,000 square feet

Like the trip generation, the parking ratios were calculated using the total square feet of buildings in operation on the PWFMC campus today, given the synergy between uses.

For campus planning purposes, it is common to apply either an 85 or 90 percent full standard to determine parking supply needed to facilitate build-out of the Master Plan uses. These ratios assume a better overall efficiency in campus parking but do not assume a change in the employee-related mode split occurring today. The resultant parking ratios are shown below:

- 85 percent full = 2.06 spaces required per 1,000 square feet of new building space
- 90 percent full = 1.95 spaces per 1,000 square feet of new building space

Application of the 90 percent full parking ratio for the overall campus at build-out of the Master Plan uses is recommended because this still provides enough "reserve capacity" to minimize the need for unnecessary circling when trying to locate a parking space, ensures there is sufficient parking to accommodate higher than typical demand, and to ensure the most appropriate and efficient use of resources are dedicated to parking.

Future On-Campus Parking Demand

Based on a 90-percent-full ratio and assuming the drive-alone rate for employees remains at 88 percent, the following identifies the number of parking spaces that would be needed to serve the demand, assuming the 16,105 square feet of shelled space is in-use and a net increase of 104,000 square feet of new uses:

EXISTING PARKING SUPPLY/DEMAND

- Existing Campus Parking Need = 653 spaces assuming parking ratio of 1.95 spaces per 1,000 square feet for total campus space (335,076 square feet)
- Existing Campus Supply = 749 spaces
- Existing Campus Surplus = 96 spaces (749 supplied versus 653 needed at 90 percent full)

SHELLED SPACE PARKING SUPPLY/DEMAND

- Parking need for 16,105 square feet of shelled space = 31 spaces
- Net Parking Supply Surplus = 65 spaces (96 surplus spaces minus 31 spaces)

NET NEW SPACE PARKING SUPPLY/DEMAND

- Parking need for 104,000 square feet of net new space = 203 spaces
- Total New Parking Supply Needed = 138 net new spaces on campus (203 spaces minus 65 spaces)

Per the Master Plan, future parking needs will be met through a combination of structured parking and surface parking facilities. Some new parking is planned as part of the new MOBs north of Davis Road and west of Division Street (between 15th Street and 16th Street), but additional parking space should be identified to accommodate the 138 new parking spaces needed on campus. PWFMC should continue to monitor this parking ratio over time to ensure its application remains appropriate. The required parking ratio would be reduced with further reductions in the drive-alone rate.

Existing On-Street Parking Demand

Parking utilization data was also collected along the following street segments surrounding the campus during the 6:00 a.m. to 6:00 p.m. period on June 2, 2011:

- Davis Road between Division Street and Trillium Park Drive
- Gilman Drive between Division Street and Trillium Park Drive
- Division Street between Penn Lane and Gilman Drive
- Trillium Park Drive between Gilman Drive and Davis Road

The parking utilization for the on-street parking ranged from 14 to 27 percent. Exhibit 3 identifies the hourly parking fluctuation in the number of spaces occupied on-street. The 6:00 a.m. time period is used to gauge the non-campus related parking demand within the neighborhood. As shown in the figure, there is very little variation in on-street parking usage during the course of the day, with the exception of Division Street, which is the minor arterial that fronts the PWFMC campus. The on-street parking pattern is reasonable given the easily-accessible parking spaces along Division Street.

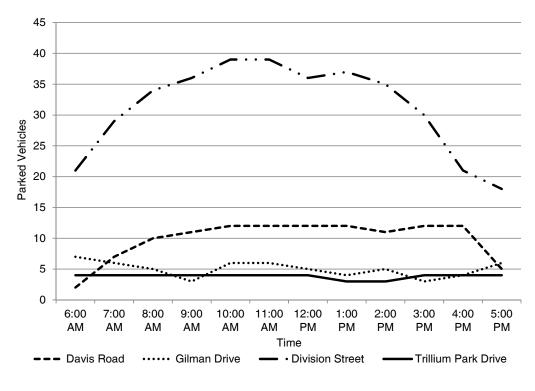
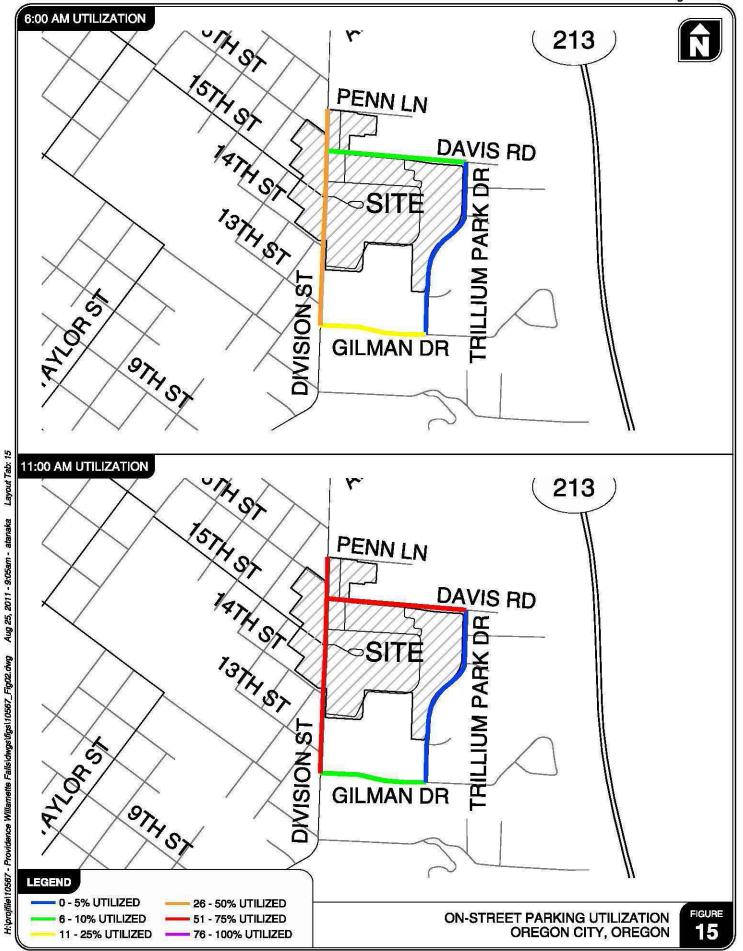


Exhibit 3 On-Street Parking Occupancy

Figure 15 shows the change in parking utilization, by block face, when comparing the 11:00 a.m. to 12:00 p.m. period (when the campus is at its maximum) to the 6:00 a.m. to 7:00 a.m. time period. The data shown in this figure confirms that there are few hospital-related parking occurrences on the neighborhood streets immediately surrounding the campus, with the exception of Division Street.

After reviewing the peak hour videos of the Division Street/15th Street intersection, it appears that there is limited use of the first block of 15th Street (west of Division Street) by hospital staff and visitors. Neighborhood feedback indicated that hospital staff and visitors also frequently park on the first blocks of 14th Street and 16th Street (west of Division Street). PWFMC should continue to monitor this situation and work with the neighborhood to ensure any impacts are mitigated.





Parking Conclusions

The significant findings of the parking analysis are summarized below.

- There is sufficient on-campus parking today to accommodate the existing peak daily demand. During the highest hour of parking utilization, 78 percent of the spaces are full within the existing Master Plan boundaries. This level of utilization still provides sufficient opportunities for patients and visitors to easily and efficiently find a parking space without unnecessary circulating through the garages or parking lots.
- The Master Plan includes some additional parking on the west side of Division Street, but new parking areas will need to be identified to facilitate the new development. Based on a ratio of 1.95 spaces per 1,000 square feet, 138 new spaces would be needed campus-wide at build-out.
- PWFMC should monitor the need for supplying 1.95 spaces per 1,000 square feet of new buildings to ensure that this ratio remains applicable assuming the drive-alone rate to campus continues to decrease over time.
- There is limited use of the first block of 15th Street (west of Division Street) by hospital staff and visitors. Neighborhood feedback indicated that hospital staff and visitors also frequently park on the first blocks of 14th Street and 16th Street (west of Division Street). PWFMC should continue to monitor this situation and work with the neighborhood to ensure any impacts are mitigated.



CONCLUSIONS AND RECOMMENDATIONS

The pertinent findings and recommendations are summarized below.

Findings

EXISTING TRANSPORTATION SYSTEM OPERATIONS AND SAFETY

- Under existing conditions, all study intersections meet operating standards during both the a.m. and p.m. peak hours.
- Only five of the study intersections have any reported crashes over the past five years. No safety mitigation needs have been identified based on the crash data alone.
- Several mitigations have been identified that would improve sight distance at the PWFMC accesses and the roadways that intersect Division Street across from the PWFMC campus. In order to provide adequate sight distance, PWFMC should move the hospital sign at the intersection of Division Street/Davis Road and restrict on-street parking and consider bulbouts for the accesses and intersections along Division Street, particularly at the intersections of Division Street/Davis Road, Division Street/15th Street, and the Division Street/PWFMC Access Road (between 13th Street and 14th Street). The City and property owners should consider trimming and maintaining the shrubs near the roadway.

YEAR 2021 TRANSPORTATION SYSTEM OPERATIONS

- The 104,000 square feet of net building space proposed as part of the Master Plan is estimated to generate 87 weekday a.m. and 91 weekday p.m. peak hour trips, assuming no additional reduction in campus-related drive-alone travel is realized during the next ten years.
- Assuming year 2021 background conditions without an increase in campus-related uses, the
 Redland Road/Anchor Way and Molalla Avenue/7th Street intersections do not meet City of
 Oregon City operating standards. The Molalla Avenue/7th Street intersection is anticipated
 to operate acceptably for the next five years (through the year 2016) whereas the Redland
 Road/Anchor Way intersection is anticipated to operate acceptably for the next six years
 (through the year 2017) with increases in background growth.
- Assuming year 2021 total build-out conditions, the Master Plan does not cause any intersections to not meet City of Oregon City operating standards.
 - o The City has been evaluating the potential for a roundabout at the Molalla Avenue/7th Street intersection. With a roundabout in-place, this intersection would meet City standards at full build-out of the Master Plan.
 - The Redland Road/Anchor Way intersection is anticipated to warrant a traffic signal within the next six years. This improvement has been identified in the Oregon City TSP. With a signal in-place, this intersection would meet standards.

MODE SPLIT AND PARKING

- The 2011 Employee Commute Options (ECO) survey results represent a slight decrease in the drive-alone mode split from the July 2010 survey (a decrease from 89 to 88 percent). PWFMC's efforts to reduce the drive-alone rate will continue to lessen both parking and traffic impacts associated with the campus over time.
- There is sufficient on-campus parking today to accommodate the existing peak daily demand. During the highest hour of parking utilization, approximately 78 percent of the spaces are full within the existing Master Plan boundaries. This level of utilization still provides sufficient opportunities for patients and visitors to easily and efficiently find a parking space without unnecessary circulating through the garages or parking lots.
- Based on the existing parking demand, a campus-wide rate of 1.95 spaces per 1,000 square feet of building space should be supplied on-campus throughout the next ten years. Accounting for an excess of parking today, 138 new spaces would be needed campus-wide upon build-out of the Master Plan uses.
- PWFMC should monitor the need for supplying a campus-wide rate of 1.95 spaces per 1,000 square feet of buildings space to ensure that this ratio remains applicable as the drive-alone rate to campus continues to decrease over time.
- There is limited use of the first block of 15th Street (west of Division Street) by hospital staff and visitors. Neighborhood feedback indicated that hospital staff and visitors also frequently park on the first blocks of 14th Street and 16th Street (west of Division Street). PWFMC should continue to monitor this situation and work with the neighborhood to ensure any impacts are mitigated.

Recommendations

- In order to achieve adequate sight distance at the PWFMC accesses and roadways intersecting Division Street, the hospital sign at the intersection of Division Street/Davis Road should be moved east. Parking restrictions and bulb-outs should also be considered in order to acquire additional sight distance, specifically at the intersections of Division Street/Davis Road, Division Street/15th Street, and the Division Street/PWFMC Access Road (between 13th Street and 14th Street). The City and property owners should consider trimming and maintaining the shrubs near the roadway.
- Based on existing parking demand, 1.95 parking spaces should be provided per 1,000 square
 feet of total building space on-campus. This ratio should be monitored over time to ensure
 its application remains appropriate as the campus experiences further reductions in the
 drive-alone rate. This ratio results in a total campus need of 138 new parking spaces.
- PWFMC should work with the City of Oregon City to contribute a pro rata share of improvements at the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections. The timing of and need for these pro rata share improvements should be determined as part of subsequent DDP submittals. Improvements at these locations are not anticipated to be needed for five to six years, and the timing of expansions to the hospital that are included in the Master Plan have not yet been defined.



- o Based on current estimates, build-out of the Master Plan uses would contribute approximately 1.1 percent of the p.m. peak hour traffic volumes in the year 2021 at the Molalla Avenue/7th Street intersection.
- At the Redland Road/Anchor Way intersection, build-out of the Master Plan uses would contribute approximately 2.3 percent of the p.m. peak hour traffic volumes in the year 2021.



APPENDIX B

2012 Civil Engineering Narratives



DESIGN MEMORANDUM

DATE: 9/13/11

TO: Josh Kolberg - PKA

FROM: Adam Roth

RE: Providence Willamette Falls Medical Center – Master Plan – Civil Narrative

PROJECT NO.: 311083

The purpose of this memorandum is to provide responses to the applicable civil-related sections in the Master Plan chapter of the Oregon City Municipal Code for the subject project.

Oregon City Municipal Code Section:

17.65.050.A.1

i. Infrastructure facilities and capacity, including the following items.

- (1) Water,
- (2) Sanitary sewer,
- (3) Stormwater management, and
- (4) Easements.

(1) Water

Domestic Water

Existing water mains are located in the streets bounding the Providence Willamette Falls (PWF) Hospital site as well as traversing the site in utility easements. There are 8-inch mains in Trillium Park Drive to the north, Davis Road to the west and Gilman Drive to the east. Division Street to the south contains a 10-inch main in the vicinity of PWF which transitions to a 6-inch main east of the Master Plan boundary near the entrance of the Mountain View nursing home. There are two public water mains running eastwest across the campus in utility easements connecting the mains in Division Street and Trillium Park Drive. The northern of the two is located in the access road between the Medical Plazas and the Birthing Center. It is 6 inches in diameter from Division Street to the southern edge of Medical Plaza 2 where it transitions to 8 inches until it reaches Trillium Park Drive. The southern main runs north in the driveway to the Mountain View Nursing Home, jogs to the northeast between the main hospital building and the nursing home and heads back to the east to Trillium Park Drive. These two mains are connected near the eastern edge of the site with another 8-inch main in a utility easement. A 6 inch water main

was installed in Penn Lane as part of improvements associated with the Children's Center of Clackamas County project. A 10-inch water main exists in 16th Street while a 6-inch main exists in 15th Street.

There is no evidence of capacity issues with the existing water system serving the campus. Pressure testing completed at fire hydrants surrounding the campus resulted in static and residual pressures ranging from 80 to 100 pounds per square inch (psi). Water system pressures and flows will need to be verified during the design of each phase.

Domestic water services to the existing PWF buildings are shown in the Table below.

Existing Building	Domestic Service Size	Main Providing Service		
Main Hospital Building	6 inches	Division Street (10 inch)		
Medical Plaza 1	3 inches	Davis Road (8 inch)		
Medical Plaza 2	3 inches	Division Street (10 inch)		
Parking Structure	NA	NA		

Table 1 – Existing PWF Domestic Services

Fire Protection

Fire hydrants exist around and within the site and are fed from the public water main network described in the Domestic Water section. Fire protection service to existing building sprinkler systems is also served by the existing water mains. The location of existing fire hydrants is provided in Map C2.0. Table 2 below shows the existing fire protection services for PWF buildings.

Existing Building	Domestic Service Size	Main Providing Service
Main Hospital Building	4 inches 6 inches	Southern main through site (8-inch) Southern main through site (8-inch)
Medical Plaza 1	6 inches	Davis Road (8-inch)
Medical Plaza 2	4 inches	Davis Road (8-inch)
Parking Structure	FDC with 6-inch line from structure	Davis Road (8 inch)

Table 2 – Existing PWF Fire Protection Services

(2) Sanitary Sewer

Separated public sanitary sewer mains exist in the streets adjacent to the PWF site. Sanitary flows from the Medical Plaza 2 building, the parking structure and portions of the main hospital drain to the east to

8-inch mains in Trillium Park Drive, Bean Court and Canyon Court and eventually connect to the existing 18-inch sewer trunk line in the Cascade Highway (213) right-of-way. Medical Plaza 1 and the remainder of the main hospital building drain to the west to 8-inch mains in Division Street and 14th Street respectively. Existing 8-inch mains also exist in both 16th and 15th streets draining to the west. A short extension of 8-inch gravity sewer was installed in Penn Lane with the improvements associated with the Children's Center of Clackamas County project. Force mains from the Children's Center and a residence near the east end of Penn Lane connect to this main. The PWF site area draining to the west was included in the 12th Street Basin of the City of Oregon City Sanitary Sewer Master Plan dated December 2003. For build out conditions in this basin, no future improvements were recommended in the Sanitary Sewer Master Plan. The area draining to the east was not included in this study.

(3) Stormwater Management

According to the City of Oregon City Public Works Stormwater and Grading Design Standards dated December 17, 1999, the site lies within both the Abernethy and Newell drainage basin boundaries.

The majority of the stormwater runoff from the existing PWF site drains via a private system of roof drains, catch basins and conveyance piping to a stormwater detention pond located between Medical Plazas 1 and 2 on the south side of Davis Road. This pond was installed in conjunction with the Medical Plaza 2 project in 2003 and is located in a public easement. The east side of the Division Street right-of-way adjacent to the site as well as approximately 500 feet of Davis Road east of Division Street is also tributary to the pond. The runoff from Division Street is conveyed in a 6-inch public main that connects to a 12-inch main in Davis Street before discharging to the pond. The pond also detains runoff from the paved portion of the Division Street Parking Lot. Stormwater outflow from the pond is routed to the north through a flow control structure to a public 18-inch culvert under Davis Road. The culvert outfalls to an existing tributary of Newell Creek in a water quality resource area (WQRA) on the north side of Davis Road. The City believes this drainage way is then intercepted by another culvert and routed under private property before discharging at the east end of the improved Penn Lane right-of-way.

According to the City's comments in the Pre Application Conference Notes dated July 13, 2011, the pond may be undersized and is discharged in an unapproved pipe across private property before flowing into the tributary of Newell Creek north of Davis Road. The drainage report for the design of the existing detention pond was prepared by Hopper Dennis Jellison dated January 14, 2002. According to the report, the pond was designed using the guidelines set forth in the current City of Oregon City Public Works Stormwater and Grading Design Standards dated December 17, 1999. The report also indicates that the pond and flow control structure was sized to detain runoff from 13.41 acres of public and private property which over-estimates the actual tributary area to the pond. As explained by PWF Facilities personnel recent flooding issues occurring in the area of the pond were due to root intrusion into conveyance piping and were not based on pond sizing. The root intrusion problem has been remedied by Providence and there is no indication that the pond is currently undersized.

Upstream of this pond, water quality is provided for the improvements associated with the Medical Plaza 2 and Parking Structure projects in an underground sand filter located between Davis Road and the building and a water quality manhole.

Runoff from the recent Penn Lane improvements north of Division Street and the gravel portion of the Division Street Parking Lot is conveyed in a new 12-inch diameter storm main to a pond outlet structure at the east end of the right-of-way. The pond outlet discharges into another tributary of Newell Creek within the same WQRA mentioned above. Water quality from the street runoff is provided at the downstream end of the paved improvements in two CONTECH StormFilter Catch Basin devices upstream of the outfall. The storm drainage report for the Penn Lane Improvements prepared by HDJ Design Group dated October 6, 2010 indicates that topographic constraints prohibited the installation of a detention system for the roadway improvements. The report mentions runoff from the proposed Division Street Parking Lot shall be over-detained to account for the un-detained areas of Penn Lane. The Penn Lane improvements project was completed in 2011.

The remainder of the currently developed PWF site drains to the east to two streams in another WQRA east of Trillium Lake Drive. Runoff from portions of the main hospital building's roof as well as from the parking areas in the south and east portions of the site is routed through two separate underground detention tanks with flow control structures. Downstream of the detention systems, 15-inch and 12-inch culverts convey the flows across Trillium Park Drive in public facilities that discharge into the creeks on the east side of the road.

An existing 10-inch main and 6-inch main exist in 16th and 15th Streets respectively just west of Division Street. Division Street generally delineates the top of the drainage conveyance system heading to the west down 16th and 15th Streets. These main lines would be used to convey stormwater runoff from the Phase 3 Medical Office Building Project on the west side of Division Street.

(4) Easements

Existing easements affecting the properties encompassing the Master Plan development area are shown on plan C2.3. Known easements affecting the Master Plan development include storm drainage, sanitary sewer, water and other utilities as well as access and maintenance.

Oregon City Municipal Code Section:

17.65.050.B.1.f

Public facilities impacts (sanitary sewer, water and stormwater management) both within the development boundary and on city-wide systems;

Water

Domestic Water

The PWF Master Plan developments will create additional demand on the City's public water system. The proposed Phase 2 building additions, expansions and remodels will either re-use existing building services or require new services. The Phase 3 new Medical Office Buildings will require new domestic water services from existing public mains. The exact demands and resulting service sizes will be determined during the Detailed Development Plan process for each project. The City indicates in the Pre Application Conference Notes dated July 13, 2011 that a portion of the water system in Division Street has been upgraded but there is more to be completed. City staff has indicated that the intent in the future is to extend the 10-inch main in Division Street from the south edge of PWF property to the 8-inch main in Gilman Drive. Further coordination with City staff has determined that no other public water utility improvements will be required for projects associated with this Master Plan and that these public improvements will be part of a currently unscheduled public works project. Any work on water lines associated with the Master Plan development will be per the current City of Oregon City Public Works Water Standards Manual.

Fire Protection

New fire hydrants will be placed as required for each of the projects associated with this Master Plan. New fire protection service connections will be made and/or relocated as necessary to feed future building sprinkler systems. The final location of the fire hydrants shall be approved by Clackamas County Fire Department and shall be evaluated by the Oregon Fire Code (OFC), Appendix C. Fire flows shall meet the requirements listed under Appendix B of the OFC.

Sanitary Sewer

In general sanitary sewer flows generated from the projects associated with the PWF Master Plan development will either be routed to existing sanitary sewer laterals or require the installation of new sewer laterals connecting to existing public sanitary sewer mains. New or relocated sewer laterals will be designed and installed per the current City of Oregon City Public Works Sanitary Sewer Design Standards. Any existing private sewer laterals affected by the proposed construction will be re-routed as needed.

As mentioned in the analysis of the existing sanitary sewer conditions, the PWF site area draining to the west was included in the 12th Street Basin of the City of Oregon City Sanitary Sewer Master Plan dated

December 2003. For build out conditions in this basin, no future improvements were recommended in the Sanitary Sewer Master Plan. The City has not indicated that specific public sanitary sewer improvements associated with this Master Plan development are required. The City's comments in the Pre Application Conference Notes dated July 13, 2011 indicate that a sanitary sewer master plan update is scheduled to be completed within the next couple of budget years.

Stormwater Management

In general, the strategy for managing stormwater for the projects associated with this Master Plan will include both utilizing existing facilities and installing new facilities. City staff mentioned in the Pre Application meeting that an update to the current drainage standards with a focus on LID design techniques will be released soon. PWF's goal is to implement low impact development (LID) techniques when possible. Stormwater infrastructure will be designed using the most current City of Oregon City Public Works Stormwater and Grading Design Standards at the time of permitting.

The projects associated with Phases 1 and 3 are isolated properties with their own associated stormwater management facilities. Phase 2 projects are located on the main hospital site and will use existing stormwater management facilities when possible. The goal for managing stormwater for all phases is to limit impacts to downstream public stormwater infrastructure and Water Quality Resource Areas (WQRA) including streams, creeks and rivers. Below is a brief discussion on stormwater impacts from each phase.

Phase 1 – Division Street Parking Lot

Stormwater management for this project is shown in the Detailed Development Plan concurrently submitted with this Master Plan. In order to maximize parking space and provide future flexibility when designing the adjacent Phase 3 Medical Office Building, water quality will be provided by proprietary treatment devices and detention is provided in underground tanks. Flows leaving the site will be conveyed to the public 12-inch storm main in Penn Lane before discharging to the tributary of Newell Creek in the existing WQRA. Runoff from the existing paved portion of this site which is currently being detained in the detention pond on the south side of Davis Street will be rerouted to the proposed stormwater management facilities described above. This will relieve the pond of flows from approximately 8,300 square feet of impervious area, thereby providing for a portion of the on-site Phase 2 improvements.

As mentioned in the existing conditions section, Providence encumbrances to over-detain runoff from this parking lot project to account for flow attenuation that was not provided for the recent Penn Lane Improvements. PWF proposes to meet this requirement over the course of the full build out of the Master Plan development using excess capacity created in the existing detention pond or by over-sizing new detention systems required. Because Penn Lane and the Phase 1 and 2 Master Plan areas drain to the same WQRA, the City indicated in the Pre-Application Meeting that the burden of over-detaining the entire Penn Lane Improvements project during the Division Street Parking Lot project is not required.

Phase 2 – Hospital Additions and Remodels

This Phase includes projects that are all located on the main hospital site, the majority of which drain to the existing detention pond. The remainder of the site drains to two underground detention pipe systems in the eastern parking areas. The projects associated with this phase will increase impervious area by approximately 23,540 square feet from existing conditions. PWF plans to utilize the excess capacity in the existing detention pond created during Phase 1 to manage as much of this area as possible. Additional detention facilities may be required as described below if modifications to the other existing, on-site detention facilities are not feasible. Below is a more specific analysis of the individual projects included in Phase 2.

It is anticipated that runoff from the New Front Entry and the Birthplace Expansion projects will be routed to and detained in the existing detention pond.

Runoff from the Central Utility Plant and Outpatient Surgery Expansion projects will be routed to the existing detention tank systems on the east side of the site. The existing flow control structures will be modified and/or additional storage capacity will be added to the tanks to accommodate the increase inflow rates. If these modifications prove infeasible during detailed development design, new detention systems will be proposed per City standards.

The Second Floor Patient Room and Pharmacy Remodel project and the Second Floor Shell Space Tenant Improvements will not increase or replace impervious area and will not be required to provide additional stormwater management facilities.

New stormwater treatment (water quality) facilities will be provided per City standards for all new impervious areas created with each project in this Phase. As mentioned elsewhere, these will be provided in the form of LID techniques wherever feasible.

The City would like to explore possible retrofit options for the downstream conveyance of the existing detention pond. During the design of the first Phase 2 project with area tributary to the pond, additional coordination will be required with the City.

Phase 3 – Medical Office Buildings

In general, new, stand-alone stormwater management facilities will be designed and installed per current City standards for these projects.

APPENDIX C

2015 Transportation Impact Analysis for Zone Change

TRANSPORTATION IMPACT ANALYSIS

Date: July 23, 2015 Project #: 19072

To: Christine McKinley and Russ Reinhard, Providence Health & Services

Josh Kolberg, PKA Architects

Stefanie Slyman, Harper Houf Peterson Righellis Inc.

From: Julia Kuhn, P.E., Conor Semler, AICP, and Elizabeth Gordon

Project: Providence Willamette Falls

Subject: Transportation Impact Analysis for the Proposed Zone Change and Comprehensive Plan

Amendment

Providence Health & Services (herein referred to as "Providence") is proposing a Master Plan Boundary Change for its Willamette Falls Medical Center. At the same time, they are proposing a Comprehensive Plan Amendment and Zone Change for two of the properties within the boundary. These parcels are located to the west of Division Street between 15th Street and 16th Street, and total 22,500 square feet in size. The change in zoning of these properties will enable the provision of off-street parking to support the medical office building contemplated as part of Phase 3 of the Master Plan on the adjacent property. The property in which the medical office building would be constructed is already contained within the existing Master Plan boundary and is zoned appropriately for its use.

Today, these subject parcels are zoned R-6 – Single Family Dwelling District. Providence would like to rezone these parcels to MUE – Mixed Use Employment District. Title 17 of Oregon City's Municipal Code identifies the permitted uses and dimensional standards allowed under each zoning designation. Per Chapter 17.12, R-6 zoning enables the development of single family homes with a minimum lot size of 6,000 square feet. With these provisions, a reasonable worse case development under the R-6 zoning would enable three single family homes to be developed (assuming 22,500 square feet of property and minimum lot size of 6,000 square feet).

Per Chapter 17.31, MUE allows for a variety of office uses, including hospital and medical office building. The minimum floor area ratio is 0.25, which would enable an approximately 6,000 square foot office building. As noted above, Providence would like to use these properties to supply off-street parking for a future medical office building adjacent to Division Street but not for an actual building. However, for the purposes of addressing Oregon's Transportation Planning Rule (TPR), as defined in Oregon Administrative Rule (OAR) 660-012-0060, a traffic analysis is required to demonstrate whether the zone change could result in a significant impact on the transportation system. This memorandum presents the results of the TPR analysis.

Providence Willamette Falls

July 23, 2015

Project #: 19072.0

Page 2

The results of this study indicate that the proposed zone change and Comprehensive Plan Amendment are consistent with the requirements of the TPR and applicable Oregon City transportation-related approval criteria. No mitigation measures or changes to the transportation standards are needed to support the proposed zone change and Comprehensive Plan amendment.

Additional details of the study methodology and findings are provided within this report.

SCOPE OF THE REPORT

This report presents the transportation-related impacts associated with the proposed zone change and Comprehensive Plan Amendment and was prepared in accordance with Oregon City's requirements for a traffic impact study and the TPR (OAR 660-012-0060).

The study intersection and scope of work for this project were developed in coordination with City staff. As part of the study, operational analyses were performed at the intersection of 15th Street and Division Street.

This report evaluates the following transportation scenarios:

- Year 2015 existing traffic conditions at the study intersection during the weekday AM and PM peak periods;
- Year 2035 existing zoning traffic conditions at the study intersection during the weekday
 AM and PM peak periods; and,
- Year 2035 proposed zoning traffic conditions at the study intersection during the weekday
 AM and PM peak periods.

EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and the current physical and operational characteristics of the transportation facilities and services within the study area. These conditions will be compared with future conditions later in this report.

SITE CONDITIONS AND ADJACENT LAND USES

The parcels that comprise the site are located to the west of Division Street between 15th Street and 16th Street and are a total 22,500 square feet in size. The site is currently occupied by two single-family residential homes. Adjacent land uses include a mix of residential and medical uses. Figure 1 illustrates the site vicinity.



Providence Willamette Falls

Project #: 19072.0

July 23, 2015

Page 4

TRANSPORTATION FACILITIES

Table 1 summarizes the characteristics of the existing transportation facilities in the study area.

Table 1: Existing Transportation Facilities

Roadway	Functional Classification	Number of Lanes	Posted Speed (mph¹)	Sidewalks	Bicycle Lanes	On-Street Parking
Division Street	Collector	2	25	Partial	No	Yes
15 th Street	Collector	2	25	Yes	No	Yes
16 th Street	Local	2	25	yes	No	Yes

¹mph represents miles per hour

Figure 2 illustrates the existing lane configurations and traffic control devices at the study intersection.

Pedestrian Facilities

Sidewalks are present on both sides of 15th and 16th Streets and are partially complete on Division Street. If the property is redeveloped in the future, sidewalks will be provided along all site frontages consistent with Oregon City street design standards.

Bicycle Facilities

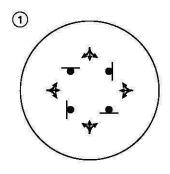
There are no on-street bicycle facilities within the study area. Future site frontage improvements will include bike lanes along 15th Street and Division Street, consistent with Oregon City street design standards.

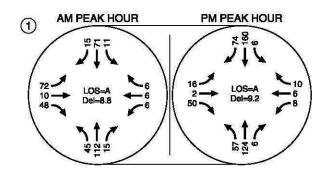
Transit Facilities

Trimet operates Route 32 – Oatfield on Division Street and 16th Street. During the weekday AM and PM peak periods, Bus 32 provides service between Clackamas Community College and Portland City Center. Outside of the weekday AM and PM peak periods, the route runs from Milwaukie City Center to Clackamas Community College. Weekday service runs from 7:00 AM to 7:00 PM. Saturday service runs between Oregon City Transit Center and Clackamas Community College hourly between 10:00 AM and 5:00 PM. Service is not provided on Sundays. The nearest bus stops are located at the 15th Street/Division Street intersection for southbound buses on Division Street and at the 14th Street/Division Street intersection for northbound buses.

TRAFFIC VOLUMES AND PEAK HOUR OPERATIONS

Manual turning movement counts were conducted at the study intersection in June 2015 on a midweek day. Figure 2 provides a summary of the measured year 2015 traffic volumes. Attachment "A" contains the traffic count worksheets used in this study.





LEGEND

Layout Tab: Flg02

Jul 23, 2015 - 3:07pm - CBREHMER

H:lproffile\19072 - Providence Williamette Falls\dwgs\19072_Fig tla.dwg

- STOP SIGN

LOS = INTERSECTION LEVEL OF SERVICE

Del = INTERSECTION AVERAGE CONTROL DELAY

EXISTING LANE CONFIGURATIONS, TRAFFIC CONTROL DEVICES AND TRAFFIC OPERATIONS OREGON CITY, OREGON

FIGURE 2

Current Levels of Service

All level-of-service analyses described in this report were performed in accordance with the procedures stated in the 2010 *Highway Capacity Manual*. A description of level of service and the criteria by which it is determined is presented in Attachment "B". Attachment "B" also indicates how level of service (LOS) is measured and what is generally considered an acceptable range.

Per Oregon City's Transportation System Plan, the applicable mobility standard for unsignalized intersection operations during the peak hour is:

"All movements serving more than 20 vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than 20 vehicles during the peak hour."

All intersection level-of-service evaluations used the traffic volumes from the AM and PM peak hours, adjusted with a peak hour factor so that the analysis reflects a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. The transportation system will likely operate under conditions better than those described in this report during all other time periods.

Figure 2 summarizes the level-of-service analysis results for the study intersection under existing traffic conditions. As shown, the study intersection currently meets the City's LOS "E" standard during the weekday AM and PM peak hours. Attachment "C" includes the existing traffic conditions level-of-service analysis worksheets.

TRANSPORTATION PLANNING RULE ANALYSIS

Per Oregon Administrative Rule 660-012-0060, also known as the Transportation Planning Rule (TPR), a zone change and Comprehensive Plan amendment must not create an unmitigated *significant effect* on an existing or planned transportation system. If a significant effect is expected to occur, it must be mitigated within the planning horizon. The City of Oregon City Transportation System Plan (TSP) planning horizon is year 2035. Therefore, in order to determine if there is a significant effect, the following analyses were conducted:

- Year 2035 existing zoning traffic conditions (assuming development of the property under the existing zoning and comprehensive plan designations) at the study intersection during the weekday AM and PM peak periods; and,
- Year 2035 proposed zoning traffic conditions (assuming a reasonable worst case development scenario under the proposed zoning and comprehensive plan designations) at the study intersection during the weekday AM and PM peak periods.

Providence Willamette Falls

July 23, 2015

Project #: 19072.0

Page 7

LAND USE SCENARIO DEVELOPMENT

As indicated previously, these subject parcels are currently zoned R-6 – Single Family Dwelling District. Providence would like to rezone these parcels to MUE – Mixed Use Employment District.

Existing Zoning and Comprehensive Plan Designation

Title 17 of Oregon City's Municipal Code identifies the permitted uses and dimensional standards allowed under each zoning designation. Per Chapter 17.12, R-6 zoning enables the development of single family homes with a minimum lot size of 6,000 square feet. With these provisions, a reasonable worse case development under the R-6 zoning would enable three single family homes to be developed (assuming 22,500 square feet of property and minimum lot size of 6,000 square feet).

Proposed Zoning and Comprehensive Plan Designation

The proposed MUE zoning allows for a variety of office uses, including hospital and medical office building. The minimum floor area ratio is 0.25, which would enable an approximately 6,000 square foot office building. As noted above, Providence would like to use these properties to supply off-street parking for a future medical office building adjacent to Division Street but not for an actual building. However, for the purposes of addressing the TPR, a traffic analysis is required to demonstrate whether buildout of the property consistent with the proposed zoning would result in a significant effect on the transportation system.

Trip Generation

A trip generation estimate was prepared for the existing and proposed designations based on information provided in the standard reference manual, *Trip Generation*, 9th Edition, published by the Institute of Transportation Engineers. ITE land use code 210 (Single Family Homes) was used to reflect the existing R-6 designation while ITE land use code 720 (Medical Office Building) was used to reflect the proposed MUE designation. Table 2 summarizes the daily, weekday AM, and weekday PM peak hour trips associated with both designations.

Table 2: Trip Generation Comparison

Land Use 17	ITE Code	Size	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
	TTE Code			Total Trips	In	Out	Total Trips	In	Out
Existing Zoning - Single Family Homes	210	3 homes	28	2	1	1	3	2	1
Proposed Zoning - Medical Office Building	720	6,000 square feet	216	14	11	3	21	6	15
Proposed Zoning – Existing Zoning +		+188	+12	+10	+2	+18	+4	+14	

YEAR 2035 EXISTING ZONING TRAFFIC CONDITIONS

The existing zoning analysis forecasts how the study area's transportation system will operate in 2035 assuming development of the property consistent with the residential zoning and comprehensive plan designations.

Traffic Volumes

The year 2035 traffic volumes were developed by applying a growth rate of 0.5% per year to existing traffic volumes and adding the number of additional trips expected from the approved Master Plan for Providence Willamette Falls Medical Center. In addition, the residential trips shown in Table 2 were added to account for the buildout of the site under the existing zoning.

Given the site fronts on 16th Street and applying a distribution of 30 percent to the south and 70 percent to the northeast/northwest, only 30 percent of the potential site trips would travel through the 15th Street/Division Street intersection under either zoning scenario.

Intersection Operations

As shown in Figure 3, the study intersection is forecast to continue to operate acceptably under the existing zoning scenario. Attachment "D" includes the horizon year 2035 existing zoning traffic conditions level-of-service analysis worksheets.

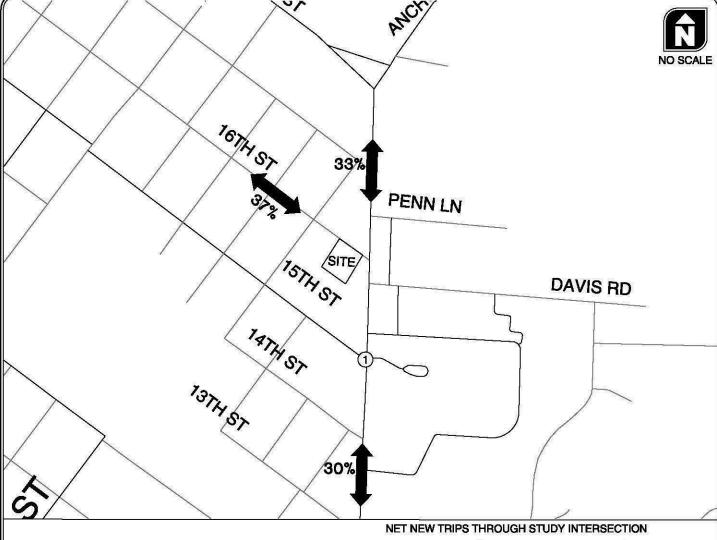
YEAR 2035 PROPOSED ZONING TRAFFIC CONDITIONS

The proposed zoning analysis forecasts how the study intersection will operate assuming a reasonable worst case development under the proposed zone change and Comprehensive Plan Amendment. The medical office building trips shown in Table 2 were distributed onto the study area roadway system based on forecast travel patterns identified in the Providence Willamette Falls Medical Center Master Plan.

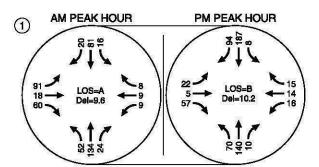
Figure 3 illustrates the future traffic conditions under both the existing and proposed zoning. It illustrates the trip distribution pattern along with the assignment of the proposed zoning trips at the study intersection. The horizon year 2035 existing zoning traffic volumes were added to the net new trips shown to arrive at the year 2035 proposed zoning traffic volumes.

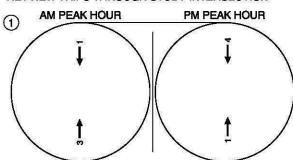
Intersection Operations

As shown in Figure 3, the study intersection is forecast to continue to operate acceptably assuming the buildout of the property consistent with the proposed zone change and Comprehensive Plan amendment. As such, the proposed amendments do not create a significant effect on the transportation system as defined by the TPR. Attachment "E" includes the year 2035 proposed zoning traffic conditions level-of-service analysis worksheets.

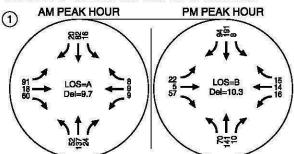


EXISTING ZONING 2035 TRAFFIC OPERATIONS





PROPOSED ZONING 2035 TRAFFIC OPERATIONS



LEGEND

Layout Tab: Flg03

Jul 23, 2015 - 3:07pm - CBREHIMER

TRIP DISTRIBUTION PATTERN

LOS = INTERSECTION LEVEL OF SERVICE

Del = INTERSECTION AVERAGE CONTROL DELAY

2035 FUTURE TRAFFIC CONDITIONS UNDER EXISTING AND PROPOSED ZONING OREGON CITY, OREGON

FIGURE 3

POLICY REVIEW

Approval of the Comprehensive Plan Amendment is dependent on meeting the criteria outlined in the Transportation Planning Rule (TPR). Table 3 summarizes the criteria identified in the TPR and their applicability to the proposed zone change and Comprehensive Plan Amendment.

Table 3: TPR Criteria

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant impact.	Yes
2	Describes measures for complying with Criteria #1 where a significant impact is determined.	No
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility	No
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	No
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood	No
9	Indicates that there is not a significant affect if the proposed zoning is consistent with existing plans	No
10	Defines a multi-modal mixed-use area (MMA) and the requirements that support it.	No
11	Encourages establishment of traded-sector jobs	No

As noted in Table 3, there is one criterion that applies to the proposed zone change and Comprehensive Plan Amendment. The criterion is provided below in italics with our response shown in standard font.

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:
 - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 - (b) Change standards implementing a functional classification system; or
 - (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
 - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: Per the analysis described above, the study intersection is forecast to meet Oregon City's operational standards with and without the proposed zone change and Comprehensive Plan Amendment during the weekday AM and PM peak hours, and therefore there is no significant effect. Further, the proposed zone change is consistent with the existing functional classifications of the adjacent street system and adopted standards; no changes to the standards are required as part of the proposed amendments.

CONCLUSION

The results of this study indicate that the proposed zone change and Comprehensive Plan Amendment are consistent with the requirements of the Transportation Planning Rule and applicable City standards. The key findings of this analysis are summarized below.

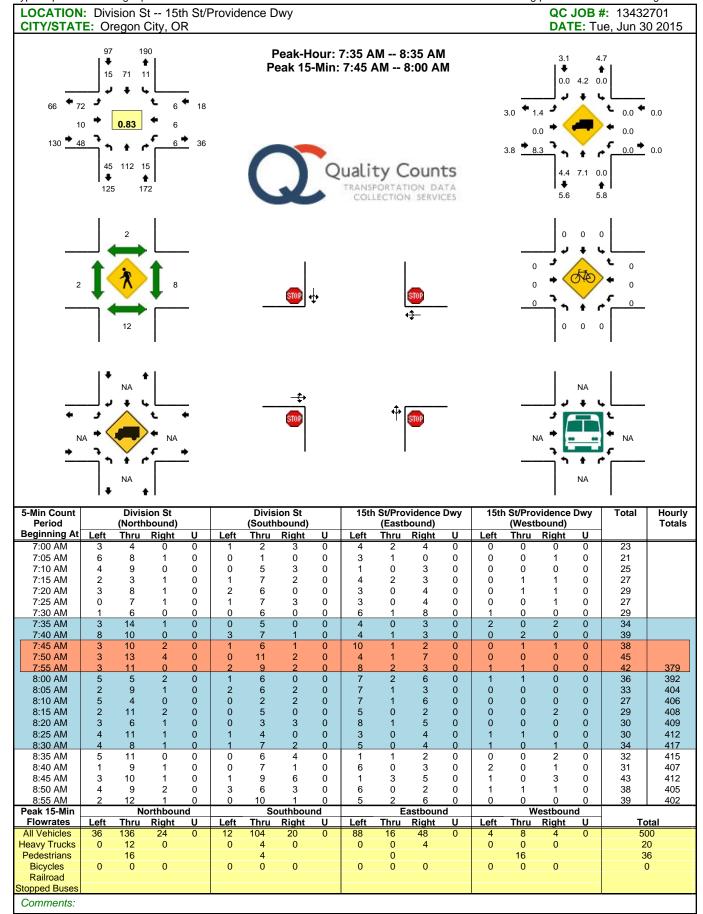
FINDINGS

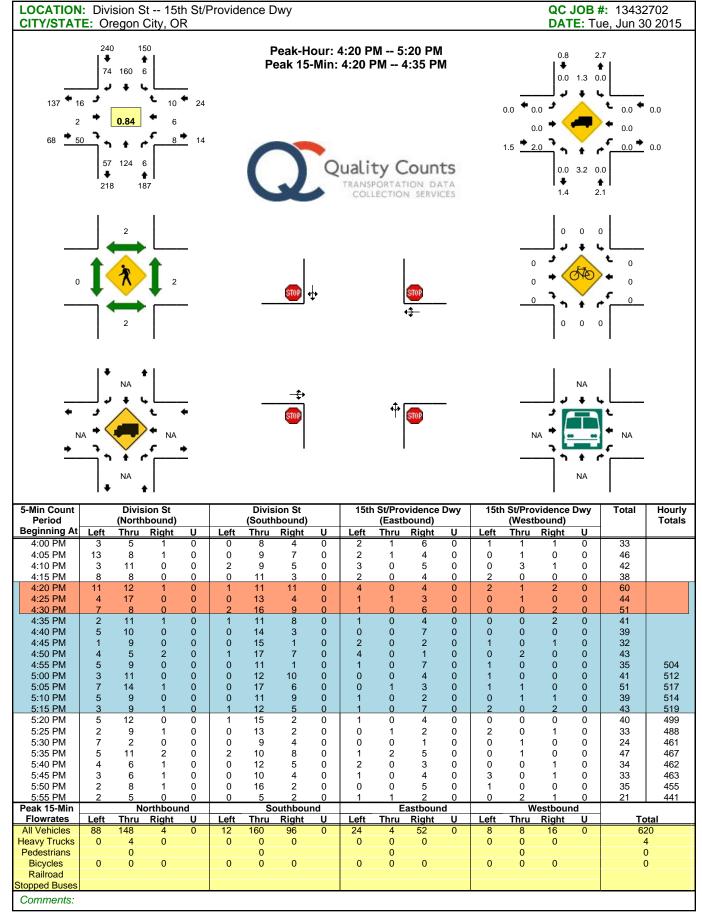
- The study intersection operates acceptably during the weekday AM and PM peak hours under all scenarios analyzed.
- Buildout of the property consistent with the zoning designations could result in a net increase of 188 daily trips, including 12 trips (10 inbound, 2 outbound) during the weekday AM peak hour and 18 trips (4 inbound, 14 outbound) during the weekday PM peak hour.
- The proposed zone change and Comprehensive Plan amendment is not anticipated to result in a significant effect on the transportation system, as defined by Oregon's Transportation Planning Rule.
- No mitigation measures or changes to the transportation standards are needed to support the proposed zone change and Comprehensive Plan amendment.

Please let us know if you need any additional information or have any questions about the analysis presented herein.

ATTACHMENTS

- A. Traffic Counts
- B. Description of Level of Service
- C. Existing Traffic Conditions
- D. Horizon Year 2035 Existing Zoning Traffic Conditions
- E. Horizon Year 2035 Proposed Zoning Traffic Conditions





Attachment B Description of Level-of-Service

DESCRIPTION OF LEVEL-OF-SERVICE

Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F".1

Signalized Intersections

The six level-of-service grades are described qualitatively for signalized intersections in Table B1. Additionally, Table B2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, Level of Service "D" is generally considered to represent the minimum acceptable design standard.

Table B1: Level-of-Service Definitions (Signalized Intersections)

Level of Service	Average Delay per Vehicle
А	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
В	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
С	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

¹ Most of the material in this appendix is adapted from the Transportation Research Board, Highway Capacity Manual, (2000).

Table B2: Level-of-Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
Α	<10.0
В	>10 and [20
С	>20 and [35
D	>35 and [55
E	>55 and [80
F	>80

Unsignalized Intersections

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The 2000 Highway Capacity Manual (HCM) provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table B3. A quantitative definition of level of service for unsignalized intersections is presented in Table B4. Using this definition, Level of Service "E" is generally considered to represent the minimum acceptable design standard.

Table B3: Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
А	 Nearly all drivers find freedom of operation. Very seldom is there more than one vehicle in queue.
В	 Some drivers begin to consider the delay an inconvenience. Occasionally there is more than one vehicle in queue.
С	 Many times there is more than one vehicle in queue. Most drivers feel restricted, but not objectionably so.
D	 Often there is more than one vehicle in queue. Drivers feel quite restricted.
E	 Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. There is almost always more than one vehicle in queue. Drivers find the delays approaching intolerable levels.
F	 Forced flow. Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Table B4: Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
А	<10.0
В	>10.0 and ≤ 15.0
С	>15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	>35.0 and ≤ 50.0
F	>50.0

It should be noted that the level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less galling than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying

acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left-turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level of service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOEs) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left-turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.



	٠	→	*	•	←	4	4	†	/	\	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	72	10	48	6	6	6	45	112	15	11	71	15
Future Volume (vph)	72	10	48	6	6	6	45	112	15	11	71	15
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	87	12	58	7	7	7	54	135	18	13	86	18
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	157	21	207	117								
Volume Left (vph)	87	7	54	13								
Volume Right (vph)	58	7	18	18								
Hadj (s)	-0.05	-0.13	0.10	-0.02								
Departure Headway (s)	4.6	4.7	4.6	4.6								
Degree Utilization, x	0.20	0.03	0.26	0.15								
Capacity (veh/h)	721	690	754	743								
Control Delay (s)	8.8	7.9	9.2	8.4								
Approach Delay (s)	8.8	7.9	9.2	8.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.8									
Level of Service			Α									
Intersection Capacity Utiliza	tion		35.1%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

	•	→	•	•	←	•	4	†	<i>></i>	\	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	16	2	50	8	6	10	57	124	6	6	160	74
Future Volume (vph)	16	2	50	8	6	10	57	124	6	6	160	74
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	19	2	60	10	7	12	68	148	7	7	190	88
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	81	29	223	285								
Volume Left (vph)	19	10	68	7								
Volume Right (vph)	60	12	7	88								
Hadj (s)	-0.37	-0.18	0.08	-0.17								
Departure Headway (s)	4.7	5.0	4.6	4.3								
Degree Utilization, x	0.11	0.04	0.28	0.34								
Capacity (veh/h)	685	639	761	813								
Control Delay (s)	8.3	8.2	9.3	9.4								
Approach Delay (s)	8.3	8.2	9.3	9.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			9.2									
Level of Service			Α									
Intersection Capacity Utiliza	tion		38.1%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

Attachment D Horizon Year 2035 Existing Zoning Traffic Conditions

	۶	→	•	•	←	•	•	†	/	/	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	91	18	60	9	9	8	52	134	24	16	81	20
Future Volume (vph)	91	18	60	9	9	8	52	134	24	16	81	20
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	110	22	72	11	11	10	63	161	29	19	98	24
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	204	32	253	141								
Volume Left (vph)	110	11	63	19								
Volume Right (vph)	72	10	29	24								
Hadj (s)	-0.05	-0.12	0.07	-0.03								
Departure Headway (s)	4.9	5.0	4.8	4.8								
Degree Utilization, x	0.28	0.04	0.33	0.19								
Capacity (veh/h)	687	635	721	700								
Control Delay (s)	9.7	8.3	10.1	8.9								
Approach Delay (s)	9.7	8.3	10.1	8.9								
Approach LOS	Α	Α	В	Α								
Intersection Summary												
Delay			9.6									
Level of Service			Α									
Intersection Capacity Utilization 40.2%		IC	U Level o	of Service			Α					
Analysis Period (min)			15									

	•	→	•	√	+	•	•	†	<i>></i>	\		-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	22	5	57	16	14	15	70	140	10	8	187	94
Future Volume (vph)	22	5	57	16	14	15	70	140	10	8	187	94
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	26	6	68	19	17	18	83	167	12	10	223	112
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	100	54	262	345								
Volume Left (vph)	26	19	83	10								
Volume Right (vph)	68	18	12	112								
Hadj (s)	-0.33	-0.13	0.07	-0.18								
Departure Headway (s)	5.1	5.3	4.8	4.5								
Degree Utilization, x	0.14	0.08	0.35	0.43								
Capacity (veh/h)	629	585	721	774								
Control Delay (s)	8.9	8.8	10.3	10.7								
Approach Delay (s)	8.9	8.8	10.3	10.7								
Approach LOS	Α	Α	В	В								
Intersection Summary												
Delay			10.2									
Level of Service			В									
Intersection Capacity Utiliza	ition		43.8%	IC	U Level c	of Service			Α			
Analysis Period (min)			15									

Attachment E Horizon Year 2035 Proposed Zoning Traffic Conditions

	•	→	•	•	←	•	4	†	/	/	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	91	18	60	9	9	8	52	137	24	16	82	20
Future Volume (vph)	91	18	60	9	9	8	52	137	24	16	82	20
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	110	22	72	11	11	10	63	165	29	19	99	24
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	204	32	257	142								
Volume Left (vph)	110	11	63	19								
Volume Right (vph)	72	10	29	24								
Hadj (s)	-0.05	-0.12	0.07	-0.03								
Departure Headway (s)	4.9	5.1	4.8	4.8								
Degree Utilization, x	0.28	0.04	0.34	0.19								
Capacity (veh/h)	685	633	720	699								
Control Delay (s)	9.7	8.3	10.2	8.9								
Approach Delay (s)	9.7	8.3	10.2	8.9								
Approach LOS	Α	Α	В	Α								
Intersection Summary												
Delay			9.7									
Level of Service			Α									
Intersection Capacity Utiliza	tion		40.4%	IC	CU Level o	of Service			Α			
Analysis Period (min)			15									

	۶	→	•	•	←	•	4	†	/	/	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	22	5	57	16	14	15	70	141	10	8	191	94
Future Volume (vph)	22	5	57	16	14	15	70	141	10	8	191	94
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	26	6	68	19	17	18	83	168	12	10	227	112
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	100	54	263	349								
Volume Left (vph)	26	19	83	10								
Volume Right (vph)	68	18	12	112								
Hadj (s)	-0.33	-0.13	0.07	-0.18								
Departure Headway (s)	5.1	5.4	4.8	4.5								
Degree Utilization, x	0.14	0.08	0.35	0.43								
Capacity (veh/h)	627	583	720	774								
Control Delay (s)	8.9	8.8	10.3	10.8								
Approach Delay (s)	8.9	8.8	10.3	10.8								
Approach LOS	Α	Α	В	В								
Intersection Summary												
Delay			10.3									
Level of Service			В									
Intersection Capacity Utilization 44.1%		44.1%	IC	U Level o	of Service			Α				
Analysis Period (min)			15									

APPENDIX D

2012 Notice of Decision and Condition of Approval



NOTICE OF LAND USE DECISION

DATE OF MAILING OF THE DECISION: March 1, 2012

FILE NO.: CP 11-01: Master Plan

DP 11-03: Detailed Development Plan

NR 11-05: Natural Resource Overlay Exemption

LL 11-07: Lot Line Adjustment

APPLICATION TYPE: Type III

APPLICANT/ Providence Willamette Falls Medical Center

OWNER: C/o Russell Reinhard

1500 Division Street

Oregon City, Oregon 97045

REPRESENTATIVE: Peterson Kolberg & Associates

C/o Steve Kolberg

6969 SW Hampton Street Portland, Oregon 97223

REQUEST: The applicant submitted a Concept (General) Development Plan, Detailed

Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over

the next 10 years and construct a parking lot.

LOCATION: 1500 Division Street, Oregon City, OR 97045

Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400,

2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600

Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201

DECISION: Approval with Conditions.

On February 27, 2012, after reviewing all of the evidence in the record and considering all of the arguments made by the applicant, opponents and interested parties, the Planning Commission concluded by a 5-0 vote that the applications would meet the requirements of each applicable section of the Oregon City Municipal Code as proposed by the applicant or with conditions adopted by the Commission. Therefore, the Planning Commission adopts as their own the staff report with conditions and approves with conditions the application.

The decision of the Planning Commission is final unless appealed to the City Commission within fourteen (14) days following the mailing of this notice. Only persons who participated in the process, either through written comments or public testimony, may appeal this limited land use decision. The request for a hearing shall be in writing. The request for a hearing shall demonstrate how the party is aggrieved or how the proposal does not meet the applicable criteria. The application, decision (including specific

conditions of approval), and supporting documents are available for inspection at the Oregon City Planning Division. Copies of these documents are available (for a fee) upon request.

A city-recognized neighborhood association with standing that is requesting an appeal fee waiver pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.

CONDITIONS OF APPROVAL

CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment

- 1. The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval.
- 2. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating that the master plan complies with the minimum floor area ratio of 0.25. (*P*)
- 3. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the master plan does not have more than eighty percent site coverage of buildings and parking lots. (*P*)
- 4. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. (*P*)
- 5. The applicant shall install the following public improvements as required.
 - Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - O Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
 - O Phase 3 (West MOB): A 4-foot ROW dedication from 15th Street to 16th Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15th Street and 16th Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
 - O Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
 - o Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and

coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.

- 15th Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
 - O Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
- Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2 and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. (*P and DS*)

- 6. The applicant is responsible for this project's compliance with Engineering Policy 00-01. (DS)
- 7. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. (*P*)
- 8. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing water lines for new future facilities as required by plumbing code. (DS)
- 9. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code. (DS)
- 10. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. (DS)
- 11. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. (*DS*)
- 12. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. (DS)
- 13. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review. (*DS*)
- 14. The development proposal shall be reviewed for compliance with the Clackamas County Fire Department upon submittal of the Detailed Development Plan. (DS)
- 15. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot

- does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. (P)
- 16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. (P)
- 17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. (*P*)
- 18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. (*P*)
- 19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (*P*)
- 20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. (*P*)
- 21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. (P)
- 22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. (*P*)
- 23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. (*P*)
- 24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. (*P*)
- 25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. (*P and DS*)
- 26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. (DS)
- 27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. (*P*)
- 28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. (*P*)

- 29. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. (*P*)
- 30. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. (*P*)
- 31. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. (*P*)
- 32. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. (*P*)
- 33. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. (*P*)
- 34. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. (*P*)
- 35. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot me met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. (*P*)
- 36. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. (*P*)
- 37. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. (DS)

(P) = Verify that condition of approval has been met with the Planning Division. (DS) = Verify that condition of approval has been met with the Development Services Division.

Appendix E: Photos of Existing Conditions



Division St. and 15th St. looking south on Division St. Property on the south side of 15th St (left side of photo) proposed for inclusion in PWF Master Plan Boundary for parking. Property on north side of 15th St (right side of photo) currently in boundary and location of future West MOB.



Division St. at 15th St. looking north showing existing PWF campus located on both sides of Division St. PWF Master Plan Boundary located west of Division St. between 15th and 16th Streets, and east of Division St. midway between 13th and 14th Streets to Penn Lane, just north of 16th St.



Existing PWF building on NW corner of Division St. and 15^{th} St. currently in PWF Master Plan Boundary zoned MUE and site of future West MOB.



Existing PWF building on west side of Division St. and site of future West MOB.



Looking west across Division St. at existing building and site of future West MOB. Undeveloped portion in center of site and area on far right of photo in current PWF Master Plan Boundary and zoned MUE.



16th St. at Division Street looking south along 16th St.. First house currently in PWF Master Plan Boundary and zoned MUE. Second two houses proposed to be added to PWF Master Plan boundary and rezoned from R-6 to MUE. All properties in PWF ownership.



SW Corner of Division St and 15th St. looking south along 15th St. Vacant lot shown in foreground and three adjacent houses on 15th Street proposed to be added to Master Plan Boundary for parking. All properties are in PWF ownership and zoned MUE.



PWF-owned property at 1810 and 1808 Division St., zoned MUE, and proposed to be added to PWF Master Plan Boundary.



PWF-owned property at 1806 Division St., zoned MUE, proposed to be added to PWF Master Plan Boundary.



Houses on 15th St. adjacent to the proposed Master Plan Boundary expansion to the east and directly across the street from existing PWF Master Plan Boundary. Properties are zoned MUE.



1411 Division St., zoned MUE, adjacent to south side of proposed parking area at the intersection of Division St and $15^{\rm th}$ St.

APPENDIX F Neighborhood Meeting Documentation



Changing to meet your needs as a growing community



At the request of the MNA, Providence Willamette Falls is mailing this notice to all addresses in the neighborhood.

A special meeting will be held to review a proposal Providence Willamette Falls will be submitting to the City of Oregon City for approval to amend its master plan, originally adopted in 2011 following input from the residents in the McLoughlin Neighborhood Association. The intent of the current proposal is to add several properties on the west side of Division Street between 14th and 16th streets to the master plan boundary. Two of these properties would also require a comprehensive plan amendment and zone change. This will facilitate site planning of approved master plan development, including a medical office building that will provide better access to primary care.

McLoughlin Neighborhood Association Meeting

7 p.m., Thursday, June 4, 2015 Fire Station, 2nd floor meeting room 624 7th Street, at John Adams Street Oregon City

Questions? Contact Renee King at 503-650-6262 or email renee.king@providence.org.



1500 Division St Oregon City, OR 97045



Steering Committee Meeting Agenda

June 2, 2015 Oregon City Main Station, 2nd floor meeting room 7:00 pm

7:00 pm	1.	Welcome and introductions
7:05 pm	2.	Special presentation- Providence Willamette Falls Hospital- Land use proposal regarding the Master plan
7:35 pm	3.	Review and approval of the minutes-April 2, 2014
7: 40 pm	4.	Treasurer's Report- update
7:45 pm	5.	Old Business a. Concerts in the Park at the EOT b. First City Festival- July 25 th - request for sno-cones c. Transportation Advisory Committee meeting d. Parks & Recreation Committee meeting- Library park playground equipment
8:30 pm	6.	Adjourn

Steering/Several Special Mtg W/ Providence Stats McLoughlin NA Sign-in Sheet

Date --- 6/4/15 Time

	Name/Business/Group/Title	Address	Phone	E-Mail
1	Richard Billeane	1903 14 M ST CFFTON CHY	971-367-4135	RBelleauel Camiyl, Ce
2	Brenda Belleaue	7]	971-267-4134	
3	Claire Met	1107 Taylor	23-349814	2
4	Denuse/USnift	815 Machiete Lox St.		
5	Henry Markensth	912 500		
6	Gernese Nickel	17425 Wike Robin Cir	503 742 931	
7	Michiga Mª Syles	17413 WARE ROPER SIRILO		Mame Asley & some ast NET
8		Fens Center 1713 Penn Lane	503 655-7725	
)	Cathie Daniels	94 High 4	1 1.55 3849	belandcathic famel-pamail
10	Deloha Pewell	819 CH ST.	503-317-7756	oraetla sera 40 comust in
11	Steve + Laura Lairean	17409 BEKEROWIN CIVOLE	523 722 8685	
12	Actually course	1806 1574 00		ally 1943 a graced so
13	Paria Perice	1214 Washington St	503 830 9731	Patrogre @ Felepart.
14	Kimberly Wald	g.		Kanbertywalch & yalros co
15	Cameron McCredie	204 Wash. ST. 503.235-0	203 concredie	a real tytrust com
16	Damon Madee	*		
17	Christine Maginla	(Prividence Construction	503.888.38	say christine making
18	Tiffany mumma	1810 141481. 01	503-650-9596	toffmumme & acticom
9	Kinase menyelberg	22636ilma pail	503 656 2364	Renote marelber Dy
20	Gerny PIRTZ	11	//	good pietal c
21	Renee King, Provider	Ke 1500 DIVISTON	5036501212	tence lang a provision
22	JOSH KOLBERCY	6969 SW HAMPTON ST. PDX, OR	503-968-6800	josha p Kaarchitects.com
3	Brice Clayd	207 unshington St	(503) 475-7976	0 -1
4	Sim Nizids	302 9/1		
25	Joseph Belknap	215 Washington St.	503-203-5207	jessicabelknajoje gmeijed
6	Jesse Buss	215 Washington St. General Steering Other		Jessebuss@gmall.com
	Framesia Antor, Sec	General Steering Other		M - /

McLoughlin Neighborhood Association – Steering Committee Meeting Providence Willamette Falls Medical Center Presentation 7 p.m. June 4, 2015

Providence Willamette Falls Medical Center (PWF) requested time on the McLoughlin Neighborhood Steering Committee for this meeting to serve as the required neighborhood meeting prior to submitting a land use application to the City of Oregon City. Consistent with the provisions of Oregon City Zoning Code 17.50.055, the committee chair, Denyse McGriff, gave email authorization for the steering committee to serve as the neighborhood meeting, provided that PWF mailed notice to the neighborhood association mailing list. PWF did so with the attached mailer that was sent to the list on May 28, 2015.

Meeting Summary

Denyse McGriff opened the meeting and gave context to why the steering committee meeting was expanded to include this presentation by PWF.

Sherri Paris of PWF provided an intro to the project and purposes to solicit feedback. Reminded the group that the current master plan includes three approved phases:

- 1. Updates to Davis Street parking lot.
- 2. Hospital updates and additions.
- 3. Two MOBs, we are now proposing only one.

Josh Kolberg of PKA Architects reviewed the map and showed:

- 1. Existing and proposed master plan boundaries
- 2. Site of the proposed single medical office building (MOB) that would be built out per the existing, approved master plan
- 3. Two properties proposed for a comprehensive plan amendment and zone change from residential/R-6 to Mixed Use Employment. These two properties would provide additional site area that would allow for off-street parking adjacent to the future MOB.

Stefanie Slyman described the two land use actions that would be consolidated into one application and subsequent opportunities for the neighborhood receive notice and provide input:

- 1. Amend master plan boundary to areas where Providence owns.
 - 2. Two change comprehensive plan to MUE zoning.
- 3. A hearing before the Planning Commission would be scheduled with notification of the proposed land use action would be made in several ways mailing to property owners with 300 feet of the site; copy of the application would be provided to MNA and the Citizen Involvement Council; the site would be posted; and notice would be published in a local newspaper.
- 4. Public testimony can be provided in writing prior to the hearing or in person at the hearing orally or submitted in writing.
- 5. Planning Commission will make a recommendation. If recommendation is for denial, the application may be appealed. If not appealed, the application is denied. If the recommendation is for approval, it is forwarded to the City Commission which makes the decision.

The presentation was turned over to Denyse Griffin to moderate the Q&A session. Denyse first reminded the audience that the MNA previously had concerns about PWFMC crossing Division before calling on others to ask questions as follows.

- Q: Why require expansion if only one building not two?
- A Best use of space/most feasible use of the property for this specific location where a MOB is already approved per the existing master plan. The boundary expansion is intended to allow for parking to

be located adjacent to the MOB, reducing on-street parking impacts on the neighborhood. (Neighborhood comment: that make's sense.)

- Q: Building already there is commercial. What is intent of property between 14th and 15th?
- A: Currently no plans. Just to bring in property we currently own into MP boundary.
- Q: What are the hospitals growth projections for long term 5 to 30 years? Might force hospital to expand even further.
- A: All we know of right now is slated to be on campus. Don't know that far out. This is already a lot of capital dollars to spend.
- Q: Is Providence intending to purchase in the two triangle areas (south of 14th)?
- A: No.
- Q: Clarification on zoning question and discussion about residential and employment map.
- A. This was discussed in more detail including allowed uses in the MUE zone.
- Q: How many extra employees will this MOB bring? Will this result in more parking and traffic in the neighborhood?
- A: New employees will be in primary care office and rehab. City has code requirements for parking. Intention to meet code requirements. Area of rental houses could be used for parking.
- Q: What is happening with the property I live in? (Assume rental house tenant.)
- A. No plans on that side of 15th.
- Q: How many stories would MOB be?
- A: Most likely one or two.
- Q: Concern about traffic impact on 15th Street.
- A: A traffic study is required as part of this land use application. A traffic consultant has been retained and the City is currently reviewing the scope of the study.
- Q: Concern about traffic and parking impacts. Question about why there has been no transportation demand study.
- A. The request would only look at the difference between what is currently allowed in the master plan and what is proposed. Intent is not to open master plan for full review. Since PWF is looking to drop one of the MOBs and reduce the total square footage allowed from 50,000 sf to approximately 30,000sf, there will be less impact than what is already currently approved.
- Q. Is building going to be owned and occupied by Providence?
- A Occupants could be both Providence and community.
- Q. We have lots of vacant office space in Oregon City, why need more?
- A. Accessibility to patients is important which is why facilities are needed here at the existing PWF campus. Providence mission to provide care as close as possible to community. Don't want travel to be a barrier for help.
- Q. Existing problem with employees parking on the street and taking up neighborhood spaces.

- A. Employees should not be parking on the street and they know this. Renee to send Denyse parking hot line to report employees parking on streets.
- Q: Besides cost, what are code or height restrictions for going up rather than out?
- A. Max height 60 feet so it is not a restriction from a zoning code perspective for what is proposed.
- Q: Questioning the addition of the property on the other side of 15th Street. What notification process if Providence decides to building there?
- A: It will go through development plan and site review at the City. Notice will be given and the public will be able to comment.
- Q: What about original plan to add MOB on Davis parking lot?
- A.: Not currently in the growth plan.

General Comments

Request to straighten corner at 15^{th} and Division to remove confusion. Also potentially have a speed bump in first one-third of 14^{th} Street. Also better signage.

Wish someone from the City were here tonight. (Read statement) See reasoning for hospital to get bigger but wrong location. Develop currently on property we own but will buy more and grow again. Try office sharing. Purpose is for Providence to profit. Hospital is okay as is.

Trillium Homeowners Association (THA) has few homeowners against the hospital. Complaints are from homeowners across Division. THA appreciates what hospital has done. What is Providence going to give us if we okay this plan?

I sit on traffic advisory commission. This should go before them before planning commission. Concern about pedestrian crossing on Division. Also need to address Division and Molalla intersection.

Other side of Division (south side) would cut into neighborhood; changes the dynamics of the neighborhood. Seems sneaky to add property into master plan and develop later.

General comments about traffic: already school busses on Division that go down 16th. Parents park waiting for their kids. Busses made traffic back up. Make Davis Street parking lot two story. Have employees park in Community Center and shuttle to hospital.

14th Street is narrow and kids play in street. (Resident asked after meeting if we could sign "Not a thru street.)

This is our community hospital we to go if ill. If I need rehab would like to have parking near where I go. Cannot turn this planning effort into how to fix all of Oregon City's streets.

South side of 15th – Providence does not own all the properties but understands why we would want to have control over property (be in master plan). Plan is not to do anything to those properties so no need to worry now. Won't wake up and find bulldozers on the property.

As a good faith effort, Providence should sell the properties on the south side of 15th. Once start expanding boundary will never stop.

<u>Concluding comment from Chair Denyse McGriff:</u> Neighborhood is not against the hospital. Comments tonight are from the cumulative effort of growth, in particular ripple effect of parking and traffic. Suggest further discussion before going to the City to iron some of this out. Have to do this together.

APPENDIX G

Pre-Application Notes



Pre-Application Conference Notes

PA 15-13: Comprehensive Plan Amendment, Zone Change and Master Plan for Providence Willamette Falls Medical Center

Pre-Application Conference Date: 5/13/2015

Proposed Project:

• Comprehensive Plan Amendment, Zone Change and Master Plan to add property to the Existing Hospital Master Plan (1716 and 1714 16th Street)

General Information:

- o Prior approvals:
 - o The applicant submitted a Concept (General) Development Plan, Detailed Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over the next 10 years and construct a parking lot. File numbers: CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption, & LL 11-07: Lot Line Adjustment
 - o Site Plan and Design Review and Conditional Use Permit for Hospital Building Expansion with Hospital and Nursing Home Site Improvements. File numbers: CU 03-03 & SP 03-19.
- o Applicable Overlay Districts: Geologic Hazards Overlay District and Natural Resource Overlay District
- o Applications anticipated:
 - o Comprehensive Plan Amendment
 - o Zone Change
- o Transportation System Plan: There are no TSP projects identified adjacent to 1714 or 1716 16th Street and the adjacent portion of 16th is designated as a local street.

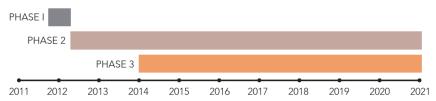
Approved Phases of the Master Plan:

Please identify how the proposed project will change the approved phasing of the Master Plan.

Phasing Timing

The timeline for the above mentioned projects and phases will occur according to Figure 26 shown below. This illustrates approximately when phases will begin and also shows that there may be some concurrence of projects in Phases 2 and 3.

FIGURE 26 - Project Phasing Timeline



Project Phase 1 – Division St. Parking Lot (Subject To Detailed Development Plan Approval)

The first project of the master plan consists of an alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane. The applicant submitted a Detailed

Development Plan for the construction of the parking lot which would be implemented subsequent to approval in 2012.

Project Phase 2 – Hospital Additions and Remodels

Phase 2 of the Master Plan includes the addition of approximately 54,000 square feet to the site including expanding the Medical Center building, the construction of a new central utility plant, and the remodeling of other areas of the facility. More particularly, these projects include:

<u>Outpatient Surgery Expansion</u>: The outpatient surgery expansion will add approximately two new operating rooms and short stay recovery space.

<u>New Front Entry</u>: The main entry to PWF will be remodeled and will include a new patient drop-off. The new entry will replace a section of the 1961 building which is currently sub-standard and houses hospital office spaces among other uses. This project will provide a more direct and unified entry into the hospital. A new canopy will welcome visitors into a large, high volume lobby that will provide physical and visual connections to corridors serving patient care, imaging, day surgery, birthplace, and the gift shop.

<u>Second Floor Patient Room and Pharmacy Remodel</u>: Several spaces on the second floor of the hospital will be converted from their current use as offices back to their original function as patient rooms. This patient room remodel will not increase the number of licensed beds, the staffing levels for the hospital, nor increase trip generation. The pharmacy will also be relocated.

<u>Birthplace Expansion</u>: Six additional Labor, Delivery, Recovery and Postpartum rooms will be added to the west end of the existing Birthplace wing. The addition would increase the number of labor and delivery/postpartum beds from 14 to 20.

<u>Central Utility Plant</u>: In order to centralize the system utilities for the campus and make them more efficient, PWF is planning for a central utility plant to house the appropriate mechanical, electrical, and plumbing systems to serve the medical campus. The development of this project is located within the Natural Resource Overlay District requiring review and mitigation.

<u>Second Floor Shell Space Tenant Improvements</u>: There is approximately 16,100 square feet of unfinished space above the Emergency Department planned for build out to house expanded hospital services. There is no definitive hospital program scheduled for this space but it is anticipated to be an expansion of outpatient services.

The applicant may complete the phase 2 projects in any order, provided they are all completed prior to initiating Phase 3. Phase 2 is projected to be implemented from 2012-2021.

Project Phase 3 – Medical Office Buildings (MOB)

Phase 3 of the Master Plan will add approximately 40,000 - 50,000 square feet of square footage to the medical campus including the construction of two new buildings including:

MOB Additions: PWF has identified two (East and West) sites for 20,000 - 25,000 square foot medical Office Buildings (MOB"s) which will house general physician's practices. The order of implementation for the two MOB"s in this phase will depend upon Hospital strategic goals, project funding, and community needs. Phase 3 would be implemented from 2014-2021.

Conditional Use:

Subsequent to the Conditional Use approval, the zoning designation of the land within the Master Plan was changed to allow a hospital and a medical clinic as permitted uses in chapter 17.31.020.C and F. There is no need to update the Conditional Use to include the area to be included in the Master Plan.

Transportation Impacts:

The applicant will need to have a traffic engineer conduct a transportation study in conformance with the City's *Guidelines for Transportation Impact Analyses* available on the Oregon City website.

Based on the information provided by the applicant, it appears the trip generation exceeds the level at which the project's transportation analysis requirements can be satisfied by submittal of a Transportation Analysis Letter (TAL). A full Transportation Impact Analysis (TIA) will be required. Among other requirements, a full TIA includes conducting traffic counts and operational analysis of impacted intersections will be required. Intersections to be analyzed include the site access and intersections of collector/collector and higher where traffic volumes from the development exceed 20 peak hour trips.

The applicant and his traffic engineer should review the *Guidelines for Transportation Impact Analyses* and the most recent mobility standards as specified in Oregon City Municipal Code section 12.04.205.

Because the proposal includes a zone change, the applicant will also need to address the requirements of Oregon's Transportation Planning Rule. Specifically, the applicant shall address the provisions of 660-12-0060 Plan and Land Use Regulation Amendments. When a zone change is proposed, a future year analysis is required assessing the impact associated with the planning horizon specified in the city's adopted Transportation System Plan. The applicant should compare the impact of development of the affected parcels under current and proposed zoning.

Because the proposal includes modification of an approved master plan, the applicant will need to address the requirements of OCMC Chapter 17.65. The applicant should address how the expansion of the site affects previously approved elements of the master plan. It seems likely that the expansion will result in a greater impacts than those previously analyzed. Depending on the additional development opportunities afforded by the expansion, the intersections analyzed under the previous master plan may or may not be adequate. Additional specificity on the part of the applicant will be required to determine the geographical scope of the analysis.

With a master plan, the applicant will need to specify a phasing plan if more than one phase is proposed. Multiple phases may require that the transportation impacts are assessed for each phase of the development while taking into account the regional traffic growth that is expected during each phase of the applicant's master plan.

The applicant's traffic engineer is welcome to contact the city's traffic engineering consultant, John Replinger, at Replinger-Associates@comcast.net or at 503-719-3383.

Zone Change and Comprehensive Plan Amendment:

The applicant is required to demonstrate compliance with all applicable criteria in OCMC chapter 17.68 including the Oregon City Comprehensive Plan.

- **Goal 1.1 Citizen Involvement Program** Implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land-use decisionmaking process to enable citizens to consider and act upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.
- **Policy 1.1.1 -** Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.
- **Goal 1.2** Community and Comprehensive Planning Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program. Policy 1.2.1 Encourage citizens to participate in appropriate government functions and land-use planning.
- **Goal 1.3** Community Education Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.
- **Goal 1.4** Community Involvement Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.
- Policy 1.4.1 Notify citizens about community involvement opportunities when they occur.
- **Goal 2.4** Neighborhood Livability Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.
- **Policy 2.4.2** Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.
- **Policy 2.4.4** Where environmental constraints reduce the amount of buildable land, and/or where adjacent land differs in uses or density, implement Comprehensive Plan and zoning designations that encourage compatible transitional uses.
- **Policy 2.4.5** Ensure a process is developed to prevent barriers in the development of neighborhood schools, senior and childcare facilities, parks, and other uses that serve the needs of the immediate area and the residents of Oregon City.
- **Policy 2.7.1** Maintain a sufficient land supply within the city limits and the Urban Growth Boundary to meet local, regional, and state requirements for accommodating growth.
- **Policy 2.7.2** Use the following 11 land-use classifications on the Oregon City Comprehensive Plan Land-Use Map to determine the zoning classifications that may be applied to parcels:
- Low Density Residential (LR)
- High Density Residential (HR)
- Mixed Use Corridor (MUC)
- Mixed Use Downtown (MUD)
- Public and Quasi-Public (QP)
- Future Urban Holding (FUH)
- Medium Density Residential (MR)
 - Commercial (C)
- Mixed Use Employment (MUE)
 - Industrial (I)
- Parks (P)
- **Goal 6.1** Air Quality- Promote the conservation, protection and improvement of the quality of the air in Oregon City.
- **Policy 6.1.1** Promote land-use patterns that reduce the need for distance travel by single-occupancy vehicles and increase opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education.
- **Goal 6.4 Noise-** Prevent excessive noise that may jeopardize the health, welfare, and safety of the citizens or degrade the quality of life.

- **Goal 9.1** Improve Oregon City's Economic Health Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.
- **Goal 10.1** Diverse Housing Opportunities Provide for the planning, development and preservation of a variety of housing types and lot sizes.
- **Policy 11.1.4** Support development on underdeveloped or vacant buildable land within the city where public facilities and services are available or can be provided and where land-use compatibility can be found relative to the environment, zoning, and Comprehensive Plan goals.
- **Policy 11.1.6** Enhance efficient use of existing public facilities and services by encouraging development at maximum levels permitted in the Comprehensive Plan, implementing minimum residential densities, and adopting an Accessory Dwelling Unit Ordinance to infill vacant land.
- **Goal 11.6** Transportation Infrastructure Optimize the City's investment in transportation infrastructure.
- **Goal 12.1** Land Use-Transportation Connection Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.
- **Policy 12.1.4** Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.
- Goal 13.2 Energy Conservation- Plan public and private development to conserve energy.
- **Policy 13.2.1** Promote mixed-use development, increased densities near activity centers, and home-based occupations (where appropriate).

the mixed use development and carpooling plan will also conserve energy resources.

- **Goal 14.2** Orderly Redevelopment of Existing City Areas- Reduce the need to develop land within the Urban Growth Boundary by encouraging redevelopment of underdeveloped or blighted areas within the existing city limits.
- **Policy 14.2.1** Maximize public investment in existing public facilities and services by encouraging redevelopment as appropriate.
- **Policy 14.2.2** Encourage redevelopment of city areas currently served by public facilities through regulatory and financial incentives.
- **Policy 14.3.1 -** Maximize new public facilities and services by encouraging new development within the Urban Growth Boundary at maximum densities allowed by the Comprehensive Plan.

Master Plan:

The applicant is required to demonstrate compliance with all applicable criteria. If any standards are adjusted in the Master Plan process, adequate mitigation is required.

- What is the proposed phasing? Will the timing of the existing Master Plan be changed?
- What adjustments will you be applying for? Does the adjustment meet the intent of the code and what is the mitigation?
- Do you have a revised Master Plan document? Is there anything else in the master plan being altered?

The Master Plan process allows development to use the code which was in place when it was added to the master plan or the current code. In this case, the proposed area being added to the master plan will get to choose between the 2015 code and the current code while the reminder of the development may choose the 2011 code or the current code.

Development Services Division (Utilities/Public Improvements/SDC's, etc):

See separate notes from Public Works Development Services Division.

Natural Resource Overlay District (NROD) and Geologic Hazards Overlay District:

The proposed development does not require review of the environmental overlay districts.

Building Division:

You may contact Mike Roberts, our Building Official at 503.496.1517 or by email at mroberts@orcity.org.

Clackamas Fire District:

Questions can be directed to Mike Boumann, Lieutenant Deputy Fire Marshal of Clackamas Fire District #1. You may contact Mr. Boumann at (503)742-2660 or michaelbou@ccfd1.com.

Neighborhood Association Meeting:

A Neighborhood Association meeting is required prior to a complete application. The site is in the McLoughlin Neighborhood Association.

Chair: Denyse McGriff

Chair Email: guttmcg@msn.com

Chair Phone Number: 503-656-3912

Vice Chair Name: Francesca Anton

Vice Chair Email: francescairena@gmail.com

2015 Steering Committee Meeting Dates: June 4, August 6, October 1, December 3

2015 General Meeting Dates: July 2, November 5

Meeting Location: Fire Station, at 7th and John Adams, Oregon City

Meeting Time: 7:00 PM

Oregon City Municipal Code Criteria:

The following chapters of the Oregon City Municipal Code (OCMC) may be applicable to this proposal:

OCMC 12.04 - Streets, Sidewalks and Public Places

OCMC 12.08 - Public and Street Trees

OCMC 13.12 – Stormwater Management

OCMC 15.48 – Grading, Filling and Excavating

OCMC 17.31 – "MUE" Mixed Use Employment District

OCMC 17.41- Tree Protection Standards

OCMC 17.44- Geologic Hazards

OCMC 17.49 – Natural Resource Overlay District

OCMC 17.50 - Administrative Processes

OCMC 17.52 – Off-Street parking and Loading

OCMC 17.62 – Site Plan and Design Review

OCMC 17.54 – Supplemental Zoning Regulations and Exceptions

OCMC 17.65 - Master Plans

OCMC 17.68 - Zoning Changes and Amendments

MS-Word versions of the code are available for download on-line from the municipal code website.

Pre-application conferences are required by Section 17.50.050 of the City Code, as follows:

A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses,

traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.

B. A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the City will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.

NOTICE TO APPLICANT: A property owner may apply for any permit they wish for their property. HOWEVER, THERE ARE NO GUARANTEES THAT ANY APPLICATION WILL BE APPROVED. No decisions are made until all reports and testimony have been submitted. This form will be kept by the Community Development Department. A copy will be given to the applicant. IF the applicant does not submit an application within six (6) months from the Preapplication Conference meeting date, a NEW Pre-Application Conference will be required.

+



PROVIDENCE WILLAMETTE FALLS MEDICAL CENTER

MASTER PLAN MODIFICATION COMPREHENSIVE PLAN AMENDMENT / ZONE CHANGE

Submitted to:

The City of Oregon City 221 Molalla Ave, Suite 200 PO Box 3040 Oregon City, OR 97045

Harper Houf Peterson Righellis Inc 205 SE Spokane Street, Suite 200 Portland, OR 97202 PKA Architects 6969 SW Hampton Street Portland, OR 97223

TABLE OF CONTENTS

NARRATIVE

Ι.	Summary of Information	p. 3	
II.	Detailed Description of Proposal	p. 5	
III.	Master Plan Modification Submittal Requirements		
	and Responses To Approval Criteria	p. 8	
IV.	Comprehensive Plan Amendment and Zone Change		
	Submittal Requirements and Responses To Approval Criteria	n 19	

FIGURES

Figure 01: Vicinity Map and Existing Zoning Figure 02: Existing Ownership Patterns

Figure 03: Existing Natural Resources, Hazards, and Topography

Figure 04: Existing Light Locations
Figure 05: 2012 Approved Master Plan
Figure 06: 2015 Proposed Master Plan

Figure 07: Proposed Site Plan: Circulation/Access & Parking

Figure 08: Proposed Site Plan: Landscaped and Impermeable Area

APPENDICES

- A. 2012 Master Plan Transportation Impact Analysis
- B. 2012 Civil Engineering Narratives
- C. 2015 Transportation Impact Analysis for Comprehensive Plan Amendment/Zone Change
- D. 2012 Notice of Decision and Conditions of Approval
- E. Photos of Existing Conditions
- F. Neighborhood Meeting Documentation
- G. Pre-Application Notes

I. SUMMARY OF PROPOSAL

Applicant/Owner: Providence Willamette Falls Medical Center

C/o Russell Reinhard 1500 Division Street

Oregon City, Oregon 97045

Representative: Harper Houf Peterson Righellis Inc.

C/o Stefanie Slyman, AICP

205 SE Spokane Street, Ste. 200

Portland, OR 97202

Request: Providence Willamette Falls Medical Center (PWF) is seeking approval of

two concurrent land use requests to 1) Modify the 2012 Master Plan and 2) Amend the Oregon City Comprehensive Plan and Zoning Map for two properties from Residential/R-6 to Mixed Use Employment (MUE).

Location: 1714 and 1716 16th Street

Clackamas County Map 22E32AB Tax Lots 3100, 3000

1806, 1808, 1810, and 1812 15th Street

Clackamas County Map 22E32AB Tax Lots 3900, 4000, 4100, 4200

1500 Division Street - PWF Medical Center

Clackamas County Map 22E32AB, Tax Lots 1201, 1900, 2000, 2100, 2200,

2400, 2500, 2800, 2900, 3100, 4400, 4600 ¹, Clackamas County Map 22E32AA, Tax Lot 400 Clackamas County Map 22E32AC, Tax Lots 101, 201

Zoning: Mixed Use Employment (MUE) and R-6 – Single Family Dwelling District

Land Use History: The PWF Master Plan was approved in 2012 per CP-11-01: Master Plan.

A concurrent application for Phase 1 of the master plan, the Division Street Parking Lot, was also approved in 2012 per DP11-03: Detailed Development Plan; NR 11-05: Natural Resource Overlay Exemption; and

LL-07: Lot Line Adjustment. Prior to the 2012 Master Plan, PWF

received approvals for Site Plan and Design Review and Conditional Use Permit for Hospital Building Expansion with Hospital and Nursing Home

Site Improvements. File numbers: CU 03-03 & SP 03-19.

 $^{^{1}}$ Tax Lots 4400 and 4600 are owned by PWF but are not part of the proposed modification or Comprehensive Plan/Zone Change.

Proposal Summary:

Since the time the Master Plan was approved in 2012, PWF's updated growth projections indicate patient needs will be best met by one medical office building (MOB) up to 35,000 square feet (sf) in size instead of two MOBs totaling up to 50,000 sf, shown in the 2012 Master Plan as West MOB and East MOB. PWF therefore proposes to consolidate these future medical office uses at the West MOB location which is more accessible to patients and more centrally-located within the PWF campus relative to the East MOB location. To achieve this, PWF proposes to increase the site area of the West MOB through the addition of six adjacent properties to provide adequate site area for a 30,000 – 35,000 sf MOB and parking in proximity to the MOB. This will reduce the net amount of total new development approved in the 2012 Master Plan from 104,000 sf to 89,000 sf, and a total buildout of 440,181 sf instead of 455,181 sf.

The intent of this modification is to improve patient access to the West MOB while reducing parking impacts on McLoughlin neighborhood streets by locating parking in proximity to the West MOB. Moreover, the proposal will result in fewer traffic impacts and less parking demand overall from buildout of the master plan due to a net reduction of 15,000 sf of building space on campus.

Subject to approval of this request, PWF intends to submit an application for the West MOB and associated parking at which time it will be reviewed for compliance with applicable design and development standards via the City's detailed development plan process. These standards include building height, setbacks, site coverage, landscaping, and buffering between uses. At that time, a Traffic Impact Analysis will also be submitted to identify any needed transportation safety or capacity improvements, such as improvements to the intersection of Division and 15th Streets. The West MOB will continue to be subject to Conditions of Approval resulting from CP 11-01: Master Plan, as revised by this master plan modification, or the future detailed development plan.

II. DETAILED PROPOSAL AND REQUESTED APPROVALS

A. Modification of the 2012 Master Plan. The following modifications to the 2012 Master Plan are requested.

Expand Master Plan Boundary. Add six PWF-owned properties on the west side of Division Street to the master plan boundary. These properties include two properties located at 1714 and 1716 16th Street and four properties on the south side of 15th Street (1806, 1808, 1810, 1812). This will increase the area within the campus boundary from 746,513 sf to 791,276 sf, an addition of 44,763 sf but will not increase the amount of new development approved in the Master Plan, and will in fact decrease it as described below. These six properties, together with the existing West MOB site as shown in the 2012 Master Plan, will serve as the site of the future West MOB and parking. The intent is to provide parking for patients in closer proximity to the West MOB and to minimize on-street neighborhood parking impacts. No PWF campus development other than the West MOB and parking is proposed in the expanded boundary area.

Consolidate Medical Office uses and Decrease Overall Campus Development. Subject to approval of the boundary expansion and concurrent Comprehensive Plan Amendment and Zone Change, PWF proposes to reduce the total amount of MOB square footage in the master plan from 50,000 sf to a maximum of 35,000 sf. The 2012 master plan identified two MOBs, East and West, with 20,000 – 25,000 sf each for a total of 50,000 sf. PWF proposes to consolidate these uses at the West MOB location at a building size no larger than 35,000 sf, resulting in a in a net reduction of 15,000 sf from the approved 2012 master plan. This will result in a campus-wide reduction from the approved 104,000 sf of net, new building area to 89,000 sf. With the increase in campus size and decrease in development square footage, the floor area ratio (FAR) will decrease from 0.61 to 0.56; nonetheless it will continue to exceed by more than twofold the minimum FAR of 0.25 in the MUE zone.

This reduction in campus square footage will also decrease vehicular trip generation and parking demand as a function of the reduced building square footage. The 2012 Master Plan Transportation Impact Analysis (Appendix A) and 2012 Civil Engineering Narratives documented the impacts of campus buildout at a greater amount of development than is currently proposed, therefore the findings of those analyses remain applicable to this proposal².

5

² A separate Transportation Impact Analysis for the Comprehensive Plan Amendment/Zone Change request for 1714 and 1716 16th Street has been submitted to satisfy Transportation Planning Rule (TPR) requirements. This is a standalone analysis for the rezoning of these two properties specifically, not overall campus buildout. Development of specific projects in the Master Plan will require subsequent Transportation Impact Analyses at the time of development review.

Revise Development Phasing. Remove references to Phase 3 from the development phasing schedule and clarify that all remaining development projects may occur in any order during existing Phase 2 (Years 2012 – 2021). No change to the 10-year master plan duration or end date of 2021 is requested.

COMPARISON OF 2012 APPROVED MASTER PLAN AND 2015 PROPOSED MASTER PLAN

	2012 APPROVED MASTER PLAN	2015 PROPOSED MASTER PLAN
		Existing = 746,513 sf
Total Site Area	746,513 sf	New = 44,763 sf
		Total = 791,276 sf
	Existing = 351,181 sf	Existing = 351,181 sf
Building Square Footage	New = 104,000 sf	New = 89,000 sf
	Total = 455,181 sf	Total = 440,181 sf
Floor Area Ratio	0.61	0.56
Total Impervious Area	78%	78%
Total Landscaping	22%	22%
	888 spaces	874 – 894 spaces
Total Parking Supply	(PWF campus-wide parking ratio	(PWF campus-wide parking ratio
	= 1.95 spaces/1,000sf)	= 1.96 - 2.03 spaces/1,000sf)

B. Comprehensive Plan Amendment / Zone Change for 1714 & 1716 Division Street.

These two properties, which are two of the six proposed to be brought into the master plan boundary per the master plan modification request, are proposed for a Comprehensive Plan/Zone Change from Residential/R-6 to MUE. The existing R-6 zone does not allow for medical office uses or associated parking. Rezoning these properties to MUE will allow for these properties to be included in the site for the modified West MOB and associated parking.

The MUE zone permits employment-intensive uses such as offices, research and development, light manufacturing, and associated commercial uses, to include hospitals and medical office buildings. This zone is currently applied within the entire master plan boundary, as well as the west side of Division Street for a depth of one to two blocks from 12th and 17th Streets. The two properties proposed for rezoning are bordered by MUE-zoned properties to the east and north, and partially to the south.

Although PWF does not propose to increase the amount of new development approved in the 2012 Master Plan, and in fact, proposes to reduce it by 15,000 sf for a net total of 89,000 sf new campus buildout, for purposes of addressing Oregon's Transportation Planning Rule (TPR) a traffic analysis is required to demonstrate whether the Comprehensive Plan and Zone Change could result in a significant impact on the transportation system developed for stand-alone MUE uses. Accordingly, a 2015 Transportation Impact Analysis (Appendix C) has been submitted with this application and demonstrates there are no significant impacts associated with the zone change, even under these circumstances which PWF does not propose.

III. MASTER PLAN MODIFICATION SUBMITTAL REQUIREMENTS AND RESPONSES TO APPROVAL CRITERIA

SUBMITTAL REQUIREMENTS

17.65 – Master Plans 17.65.050 - General Development Plan.

- A. Existing Conditions Submittal Requirements.
- 1. Narrative statement. An applicant must submit a narrative statement that describes the following:
 - a. Current uses of and development on the site, including programs or services.
 - b. History or background information about the mission and operational characteristics of the institution that may be helpful in the evaluation of the general development plan.

RESPONSE: PWF is a full service medical center that provides emergency medicine, labor and delivery, surgical services, inpatient treatment, as well as many other inpatient and outpatient services. Since opening in 1954, PWF has grown and gone through numerous developments, additions, and remodels to better provide healthcare services to Oregon City and Clackamas County.

In 2012, Oregon City approved the Master Plan which defined the growth and development strategies for PWF over a 10-year period including public improvements to be made as conditions of approval. (Appendix D) The Master Plan consists of updates and modernization projects, Birthplace expansion, and two medical office buildings for outpatient procedures. In total, the Master Plan approved 104,000 sf of new hospital and medical office uses with associated parking.

Since the time the master plan was approved, PWF developed the 66-space Division Street Parking Lot and made public improvements per the master plan conditions of approval. No other development in the 2012 Master Plan has been initiated to date.

- c. A vicinity map showing the location of the General Development Plan boundary relative to the larger community, along with affected major transportation routes, transit, and parking facilities. At least one copy of the vicinity map must be eight and one-half inches \times eleven inches in size, and black and white reproducible.
- d. Non-institutional uses that surround the development site. May also reference submitted maps, diagrams or photographs.

RESPONSE: See Figure 01: Vicinity Map and Figure 07: Proposed Site Plan: Circulation/Access & Parking.

e. Previous land use approvals within the General Development Plan boundary and related conditions of approval.

RESPONSE: The PWF Master Plan was approved in 2012 per CP-11-01: Master Plan. A concurrent application for Phase 1 of the master plan, the Division Street Parking Lot, was also approved in 2012 per DP11-03: Detailed Development Plan; NR 11-05: Natural Resource Overlay Exemption; and LL-07: Lot Line Adjustment. Conditions of Approval associated with the approval of those concurrent applications are provided in Appendix D: Notice of Land Use Decision.

Prior to the 2012 Master Plan, PWF received approvals for Site Plan and Design Review and Conditional Use Permit for Hospital Building Expansion with Hospital and Nursing Home Site Improvements. File numbers: CU 03-03 & SP 03-19.

- f. Existing utilization of the site. May also reference submitted maps, diagrams or photographs.
- g. Site description, including the following items. May also reference submitted maps, diagrams or photographs.
 - 1. Physical characteristics;
 - 2. Ownership patterns;
 - 3. Building inventory;
 - 4. Vehicle/bicycle parking;
 - 5. Landscaping/usable open space;
 - 6. FAR/lot coverage;
 - 7. Natural resources that appear on the city's adopted Goal 5 inventory;
 - 8. Cultural/historic resources that appear on the city's adopted Goal 5 inventory; and
 - 9. Location of existing trees six inches in diameter or greater when measured four feet above the ground. The location of single trees shall be shown. Trees within groves may be clustered together rather than shown individually.

RESPONSE: This information is in photographs provided in Appendix E and the following figures. No cultural or historic resources that appear on the city's adopted Goal 5 inventory are located on the site.

Figure 01: Vicinity Map and Existing Zoning

Figure 02: Existing Ownership Patterns

Figure 03: Existing Natural Resources, Hazards, and Topography

Figure 04: Existing Light Locations

Figure 05: 2012 Approved Master Plan

9

- h. Existing transportation analysis, including the following items. May also reference submitted maps, diagrams or photographs.
 - 1. Existing transportation facilities, including highways, local streets and street classifications, and pedestrian and bicycle access points and ways;
 - 2. Transit routes, facilities and availability;
 - 3. Alternative modes utilization, including shuttle buses and carpool programs; and
 - 4. Baseline parking demand and supply study (may be appended to application or waived if not applicable).

RESPONSE: See Figure 07: Proposed Site Plan: Circulation/Access & Parking which shows both existing and proposed conditions, and site photos in Appendix E. See also Appendix A which includes the Transportation Impact Analysis and Parking Study submitted with 2012 Master Plan. This analysis demonstrated sufficient transportation and capacity is available, or can be made available, with buildout of the master plan. As the proposed master plan modification will result in a net reduction in buildout square footage, the previously-submitted documentation remains in effect and provides the required documentation.

- i. Infrastructure facilities and capacity, including the following items.
 - 1.Water;
 - 2.Sanitary sewer;
 - 3.Stormwater management; and
 - 4. Easements.

RESPONSE: See Appendix B for Civil Engineering (public infrastructure) Narratives submitted with 2012 Master Plan and which demonstrate that sufficient capacity is available, or can be made available, for the master plan. As the proposed improvements will result in a net reduction in campus development, the previously-submitted narratives are still applicable to the modified master plan.

- B. Proposed Development Submittal Requirements.
- 1. Narrative statement. An applicant shall submit a narrative statement that describes the following:
 - a. The proposed duration of the general development plan.

RESPONSE: No change is proposed with this modification. The duration remains 10 years with an end date of 2021.

b. The proposed development boundary. May also reference submitted maps or diagrams.

RESPONSE: The proposed boundary expansion is shown on Figure 06.

c. A description, approximate location, and timing of each proposed phase of development, and a statement specifying the phase or phases for which approval is sought under the current application. May also reference submitted maps or diagrams.

RESPONSE: See Figure 06: 2015 Proposed Master Plan which shows that all remaining master plan development is to occur under Phase 2, which runs from Years 2012 - 2021. Phase 3 (Years 2014 - 2021) is proposed to be eliminated as it is redundant with Phase 2. The modification also seeks to clarify that improvements within Phase 2 may be undertaken in any order.

d. An explanation of how the proposed development is consistent with the purposes of Section 17.65, the institutional zone, and any applicable overlay district.

RESPONSE: The 2012 Master Plan demonstrated consistency with the purposes of Section 17.65 which states the intent of master plans is to foster the growth of major institutions and other large-scale development, while identifying and mitigating the impacts of such growth on surrounding properties and public infrastructure. The proposed modification of the 2012 Master Plan remains consistent with this intent.

e. A statement describing the impacts of the proposed development on inventoried Goal 5 natural, historic or cultural resources within the development boundary or within two hundred fifty feet of the proposed development boundary.

RESPONSE: The proposed master plan modification does not impact inventoried natural, historic, or cultural resources within the proposed development boundary. See Figure 03: Existing Natural Resources, Hazards, and Topography which shows the existing approved Master Plan relative to these inventoried resources. Removal of the East MOB and consolidation of medical office uses at the West MOB location will provide a greater distance from both natural resources and natural hazards mapped on the east side of the campus.

f. An analysis of the impacts of the proposed development on the surrounding community and neighborhood, including:

- 1. Transportation impacts as prescribed in subsection g. below;
- 2. Internal parking and circulation impacts and connectivity to sites adjacent to the development boundary and public right-of-ways within two hundred fifty feet of the development boundary;

- 3. Public facilities impacts (sanitary se[w]er, water and stormwater management) both within the development boundary and on city-wide systems;
- 4. Neighborhood livability impacts;
- 5. Natural, cultural and historical resource impacts within the development boundary and within two hundred fifty feet of the development boundary.

RESPONSE: Existing analyses for the approved 2012 Master Plan have documented transportation impacts, parking and circulation impacts, connectivity, public facilities, and natural resource impacts which remain applicable and unchanged by the proposed master plan modification, especially as the proposed master plan will result in less 15,000 sf less development than is currently approved.

Regarding item 4. Neighborhood livability impacts, PWF representatives attended a meeting with the McLoughlin Neighborhood Association (MNA) on June 4, 2015 to present the proposal and seek to solicit neighborhood input. Documentation of the first meeting, which satisfied the neighborhood meeting requirement, is included in Appendix F. At the request of the MNA, PWF representatives met a second time with a subgroup of the MNA on June 30, 2015 at which time PWF presented a modified proposal which removed property on 14th Street from the proposal.

There are no anticipated impacts to neighborhood livability from this proposal as the overall amount of development and associated traffic and parking impacts will decrease from the current master plan.

g. A summary statement describing the anticipated transportation impacts of the proposed development. This summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips, projected AM and PM peak hour traffic and the maximum parking demand associated with build-out each phase of the master plan.

RESPONSE: As noted in the existing conditions section, Appendix A includes the Transportation Impact Analysis and Parking Study submitted with 2012 Master Plan. This analysis demonstrated sufficient transportation and capacity is available, or can be made available, with buildout of the master plan. As the proposed improvements will result in a net reduction in campus development, no further documentation is needed for the requested master plan modification.

h. In addition to the summary statement of anticipated transportation impacts, an applicant shall provide a traffic impact study as specified by city requirements. The transportation impact study shall either:

- 1. Address the impacts of the development of the site consistent with all phases of the general development plan; or
- 2. Address the impacts of specific phases if the city engineer determines that the traffic impacts of the full development can be adequately evaluated without specifically addressing subsequent phases.

RESPONSE: A traffic impact study for the Comprehensive Plan and Zone Change application for two of the subject properties has been prepared (Appendix C) and is addressed in the approval criteria for that land use request. As previously noted, development of the West MOB and associated parking will be subject to a future traffic study specific to this development when an application for development review is submitted.

- *i.* If an applicant chooses to pursue option h.1., the applicant may choose among three options for implementing required transportation capacity and safety improvements:
 - 1. The General Development Plan may include a phasing plan for the proposed interior circulation system and for all on-site and off-site transportation capacity and safety improvements required on the existing street system as a result of fully implementing the plan. If this option is selected, the transportation phasing plan shall be binding on the applicant.
 - 2. The applicant may choose to immediately implement all required transportation safety and capacity improvements associated with the fully executed general development plan. If this option is selected, no further transportation improvements will be required from the applicant. However, if a general development plan is later amended in a manner so as to cause the projected average daily trips, the projected AM or PM peak hour trips, or the peak parking demand of the development to increase over original projections, an additional transportation impact report shall be required to be submitted during the detailed development plan review process for all future phases of the development project and additional improvements may be required.
 - 3. The applicant may defer implementation of any and all capacity and safety improvements required for any phase until that phase of the development reaches the detailed development plan stage. If this option is selected, the applicant shall submit a table linking required transportation improvements to vehicle trip thresholds for each development phase.

RESPONSE: A traffic study for the master plan modification request is not required; therefore, this is not applicable.

j. The applicant or city staff may propose objective development standards to address identified impacts that will apply within the proposed development on land that is controlled by the institution. Upon approval of the general development plan, these standards will

supersede corresponding development standards found in this code. Development standards shall address at least the following:

- 1. Pedestrian, bicycle and vehicle circulation and connectivity;
- 2. Internal vehicle and bicycle parking;
- 3. Building setbacks, landscaping and buffering;
- 4. Building design, including pedestrian orientation, height, bulk, materials, ground floor windows and other standards of Chapter 17.62; and
- 5. Other standards that address identified development impacts.

RESPONSE: No alternate development standards are proposed.

- 2. Maps and diagrams. The applicant must submit, in the form of scaled maps or diagrams, as appropriate, the following information:
 - a. A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during detailed development plan review.
 - b. The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian access ways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within two hundred fifty feet of the site. The map shall identify existing subdivisions and development and unsubdivided or unpartitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle access ways and utilities within two hundred fifty feet may be extended to and/or through the proposed development.
 - c. The approximate location of all public facilities to serve the proposed development, including water, sanitary sewer, stormwater management facilities.
 - d. The approximate projected location, footprint and building square footage of each phase of proposed development.
 - e. The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.

RESPONSE: See the following figures which show the proposed 2015 Master Plan elements.

Figure 06: 2015 Proposed Master Plan

Figure 07: Proposed Site Plan: Circulation/Access & Parking

Figure 08: Proposed Site Plan: Landscaped and Impermeable Area

See also Appendix A in the Transportation Impact Analysis and Parking Study submitted with 2012 Master Plan and Appendix B which includes the Civil Engineering (Public Infrastructure) Narrative, which remain in effect with the modified 2015 Master Plan.

RESPONSES TO APPROVAL CRITERIA

17.04 Definitions

17.04.710 - Major modification.

"Major modification" means any of the following changes from a previously approved permit, requiring the application to return through the same process as the original review:

3. For any site plan or design review approval, a reduction in the amount of landscaping, open space or land reserved for a protected feature of ten percent or more or the relocation of buildings, streets, access points onto the existing public right-of-way, utility easements, pedestrian/bicycle accessways, parking lots, landscaping, or other site improvements away from the previously approved general location;

RESPONSE: The proposed modification to the Master Plan meets the definition of a major modification as it involves modifications to building and parking locations.

17.65 Master Plans

17.65.040 - Procedure.

A. Preapplication Review. Prior to filing for either general development plan or detailed development plan approval, the applicant shall file a pre-application conference pursuant to Section 17.50.030.

RESPONSE: A preapplication meeting was held on May X, 2015. Preapplication notes are provided in Appendix G.

B. General Development Plan. An application for a General Development Plan describing the long-term buildout of the site shall be reviewed through a Type III procedure. An applicant must have an approved General Development Plan before any detailed development plan may be approved, unless both are approved or amended concurrently. Amendments to an approved General Development Plan shall be reviewed under a Type III procedure pursuant to Section 17.65.080.

RESPONSE: The Master Plan modification is proposed concurrently with a Comprehensive Plan Amendment and Zone Change, a Type IV review, which elevates the review of the master plan modification to a Type IV review.

C. Detailed Development Plan. An application for a detailed development plan, is processed through a Type II procedure, as long as it is in conformance with the approved general development plan. Amendments to an approved detailed development plan shall be processed pursuant to Section 17.65.080. Once a development has an approved detailed development plan, Chapter 17.62 Site Plan and Design Review is not required.

RESPONSE: Subject to approval of the concurrent master plan modification and Comprehensive Plan Amendment and Zone Change, PWF intends to submit a detailed development plan for the West MOB and associated parking in conformance with the 2015 Master Plan.

D. Concurrent Review. An applicant may concurrently apply for a general development plan and a detailed development plan, or any phase of a detailed development plan. Such a concurrent application is reviewed through a Type III procedure. (Ord. 03-1014, Att. B3 (part), 2003)

RESPONSE: PWF has not applied for concurrent review of the master plan modification and detailed development plan.

17.65.80 - Amendments to approved plans.

- A. When Required. An amendment to an approved General Development Plan or detailed development plan is required for any use or development that is not in conformance with the applicable plan, as provided below. The approval criteria contained in Section 17.65.050 will apply to general development plan amendments, the approval criteria contained in Section 17.65.060 will apply to detailed development plan amendments. The thresholds and procedures for amendments are stated below.
- B. Type III Procedure. Unless the approved general development plan or detailed development plan specifically provides differently, amendments to either plan that require a Type III procedure are:

RESPONSE: The Master Plan modification is subject to the approval criteria contained in Section 17.65.060 as demonstrated in the following section. Although the proposal meets the threshold for a Type III review, because it is proposed concurrently with a Comprehensive Plan Amendment and Zone Change, a Type IV review, this elevates the review of the master plan modification to a Type IV procedure.

- C. Approval Criteria for a General Development Plan. The planning commission shall approve an application for general development plan approval only upon finding that the following approval criteria are met.
- 1. The proposed General Development Plan is consistent with the purposes of Section 17.65.

RESPONSE: The 2012 Master Plan demonstrated consistency with the purposes of Section 17.65 which states the intent of master plans is to foster the growth of major institutions and other large-scale development, while identifying and mitigating the impacts of such growth on surrounding properties

and public infrastructure. The proposed modification of the 2012 Master Plan remains consistent with this intent; therefore this criterion is met.

 Development shall demonstrate compliance with Chapter 12.04, Streets, Sidewalks and Public Places

RESPONSE: The 2012 Master Plan was found to be in compliance with Chapter 12.04 as proposed or through conditions of approval. The proposed modification of the master plan reduces the total amount of campus development, and makes otherwise de minimis changes; therefore, the master plan remains in compliance with Chapter 12.04 and this criterion is met.

3. Public services for water supply, police, fire, sanitary waste disposal, and storm-water disposal are capable of serving the proposed development, or will be made capable by the time each phase of the development is completed.

RESPONSE: The 2012 Master Plan was found to capable of serving the proposed development, or able to be made capable with future detailed development plans. As the proposed modification reduces the amount of overall campus development, the finding that public services can be provided remains in effect with the master plan modification and this criterion is met.

4. The proposed General Development Plan protects any inventoried Goal 5 natural, historic or cultural resources within the proposed development boundary consistent with the provisions of applicable overlay districts.

RESPONSE: Removal of the East MOB and consolidation of medical office uses at the West MOB location will provide a greater distance from natural resources and natural hazards mapped on the east side of the campus, thereby providing greater protection of natural resources than the current Master Plan. There are no historic or cultural resources within the proposed development boundary. This criterion is met.

5. The proposed General Development Plan, including development standards and impact mitigation thresholds and improvements adequately mitigates identified impacts from each phase of development. For needed housing, as defined in ORS 197.303(1), the development standards and mitigation thresholds shall contain clear and objective standards.

RESPONSE: The 2012 Master Plan Notice of Decision includes conditions of approval that address mitigation that will remain in effect except where revisions are made to reflect removal of the East MOB, the increased size of the West MOB, the parking to be provided on the west side of the campus, and the overall reduction in campus development and related trip generation and parking demand. No housing is proposed. This criterion is met.

6. The proposed general development plan is consistent with the Oregon City Comprehensive Plan and its ancillary documents.

RESPONSE: The approved 2012 Master Plan was deemed to be consistent with the Oregon City Comprehensive Plan and its ancillary documents. The de minimis modifications proposed for the 2015 Master Plan do not change this consistency; therefore, this criterion is met.

IV. COMPREHENSIVE PLAN AMENDMENT AND ZONE CHANGE SUBMITTAL REQUIREMENTS AND RESPONSES TO APPROVAL CRITERIA

SUBMITTAL REQUIREMENTS

17.68.010 - Initiation of the amendment.

A text amendment to this title or the comprehensive plan, or an amendment to the zoning map or the comprehensive plan map, may be initiated by:

- A. A resolution request by the city commission;
- B. An official proposal by the planning commission;
- C. An application to the planning division presented on forms and accompanied by information prescribed by the planning commission.
- D. A Legislative request by the Planning Division.

RESPONSE: A complete application has been filed with the planning division to initiate the request.

RESPONSES TO APPROVAL CRITERIA

17.68 Zoning Changes and Amendments

17.68.020 - Criteria.

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

RESPONSE: The properties on 16th Street which are proposed for a Comprehensive Plan Amendment from Residential to Employment and Zoning District change from R-6 to Mixed Use Employment are subject to the following Oregon City Comprehensive Plan polices as identified at the Preapplication conference.

Goal 1.1 Citizen Involvement Program Implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land-use decisionmaking process to enable citizens to consider and act upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.

Policy 1.1.1 - Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1,

Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.

- **Goal 1.2** Community and Comprehensive Planning Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.
- **Policy 1.2.1** Encourage citizens to participate in appropriate government functions and land-use planning.
- **Goal 1.3** Community Education Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.
- **Goal 1.4** Community Involvement Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.
- **Policy 1.4.1** Notify citizens about community involvement opportunities when they occur.

RESPONSE: Section 1 establishes goals and policies that the City should strive to implement and meet but it does not impose requirements on a master plan application. The application will be advertised in the local newspaper, the master plan site will be posted with a notice of the Planning Commission hearing and surrounding property owners, and the CIC will be mailed notice of the application and the public hearing. This section can be satisfied.

- **Goal 2.4** Neighborhood Livability Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.
- **Policy 2.4.2** Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.
- **Policy 2.4.4** Where environmental constraints reduce the amount of buildable land, and/or where adjacent land differs in uses or density, implement Comprehensive Plan and zoning designations that encourage compatible transitional uses.
- **Policy 2.4.5** Ensure a process is developed to prevent barriers in the development of neighborhood schools, senior and childcare facilities, parks, and other uses that serve the needs of the immediate area and the residents of Oregon City.

RESPONSE:

- **Policy 2.7.1** Maintain a sufficient land supply within the city limits and the Urban Growth Boundary to meet local, regional, and state requirements for accommodating growth.
- **Policy 2.7.2** Use the following 11 land-use classifications on the Oregon City Comprehensive Plan Land-Use Map to determine the zoning classifications that may be applied to parcels:

RESPONSE: This Goal and policies directs the City to maintain neighborhood livability while implementing other goals and policies of other sections of the Comprehensive Plan. This proposal is consistent with this policy by reinforcing the role of the hospital in the community and focusing growth in an established location which will promote vibrancy and access to care while remaining compatible with the surrounding residential areas. The rezoning of two properties will not negatively affect the City's 870 acre supply of R-6 zoned property, and is a de minimis addition of MUE zoned property in a location which the City has already identified for such uses.

Goal 6.1 Air Quality- Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.1 Promote land-use patterns that reduce the need for distance travel by single-occupancy vehicles and increase opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education.

Goal 6.4 Noise- Prevent excessive noise that may jeopardize the health, welfare, and safety of the citizens or degrade the quality of life.

RESPONSE: The proposed comprehensive plan amendment and rezoning of two of the subject properties will support a land use pattern that facilitates the development of the West MOB building directly on Division Street where it has direct access to public transit and sidewalks. As the overall master plan building square footage will be decreased and the medical office uses will be consolidated in one location, no impacts on air quality or noise are anticipated.

Goal 9.1 Improve Oregon City's Economic Health - Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.

RESPONSE: Section 9 establishes goals and policies that the City should strive to implement and meet but does not impose mandatory approval standards for a master plan application. The comprehensive plan amendment and rezoning of the two subject properties with concurrent master plan modification will reinforce the role of the hospital in the community and contribute to the community's economic development.

Goal 10.1 Diverse Housing Opportunities - Provide for the planning, development and preservation of a variety of housing types and lot sizes.

RESPONSE: The proposal will remove two single family homes from the City's housing stock which will have de minimis effect on the City's housing opportunities. The City has a current inventory of 870.34 acres of R-6 zoned property in the City which will not be affected by the approximate 0.5 acres of R-6 rezoned to MUE in this location.

Policy 11.1.4 - Support development on underdeveloped or vacant buildable land within the city where public facilities and services are available or can be provided and where land-use compatibility can be found relative to the environment, zoning, and Comprehensive Plan goals.

Policy 11.1.6 - Enhance efficient use of existing public facilities and services by encouraging development at maximum levels permitted in the Comprehensive Plan, implementing minimum residential densities, and adopting an Accessory Dwelling Unit Ordinance to infill vacant land.

Goal 11.6 Transportation Infrastructure - Optimize the City's investment in transportation infrastructure.

RESPONSE: This section addresses the need for the City to provide public services in accordance with the community's needs as a whole rather than be forced to respond to individual developments as they occur. Oregon City has adopted master plans to address public infrastructure. The master plan application will satisfy these master plans and the Oregon City Municipal Code. Appropriate conditions of approval can be included to address any needed mitigation to ensure that adequate infrastructure is provided.

Goal 12.1 Land Use-Transportation Connection - Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.

Policy 12.1.4 - Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.

RESPONSE:

This section provides for a safe, convenient and economic transportation system that functions well and contributes to the city's well-being, enhances the quality of life and increases the opportunity for growth and development. The July 23, 2015 Transportation Impact Analysis provided in Appendix C demonstrates that the proposed comprehensive plan amendment and rezoning will not adversely affect public streets.

Goal 13.2 Energy Conservation- Plan public and private development to conserve energy.

Policy 13.2.1- Promote mixed-use development, increased densities near activity centers, and homebased occupations (where appropriate).

RESPONSE: This section requires the conservation of energy in all forms through efficient land-use patterns, public transportation, building siting and construction standards, and city programs, facilities and activities. The policies promote energy conservation through the promotion of mixed-use developments and increased densities near activity centers, and the construction of bikeways and sidewalks to improve connectivity. The proposed comprehensive plan amendment and rezoning meets this section because it encourages the continued development of the medical campus at a location which is easily reached from other city areas.

Goal 14.2 Orderly Redevelopment of Existing City Areas- Reduce the need to develop land within the Urban Growth Boundary by encouraging redevelopment of underdeveloped or blighted areas within the existing city limits.

Policy 14.2.1 - Maximize public investment in existing public facilities and services by encouraging redevelopment as appropriate.

Policy 14.2.2 - Encourage redevelopment of city areas currently served by public facilities through regulatory and financial incentives.

Policy 14.3.1 - Maximize new public facilities and services by encouraging new development within the Urban Growth Boundary at maximum densities allowed by the Comprehensive Plan.

RESPONSE: The addition of properties and rezoning will facilitate the PWF master plan development and allow for at the densities intended for MUE that maximize public investment in existing public facilities and services.

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.

RESPONSE: The site is currently served by public facilities and services and the range of uses and development allowed by the zone is capable of being served prior to issuance of a certificate of occupancy.

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.

RESPONSE: As documented in the July 23, 2015 Transportation Impact Analysis provided in Appendix C, the proposed rezoning will not result in significant impacts on the transportation system.

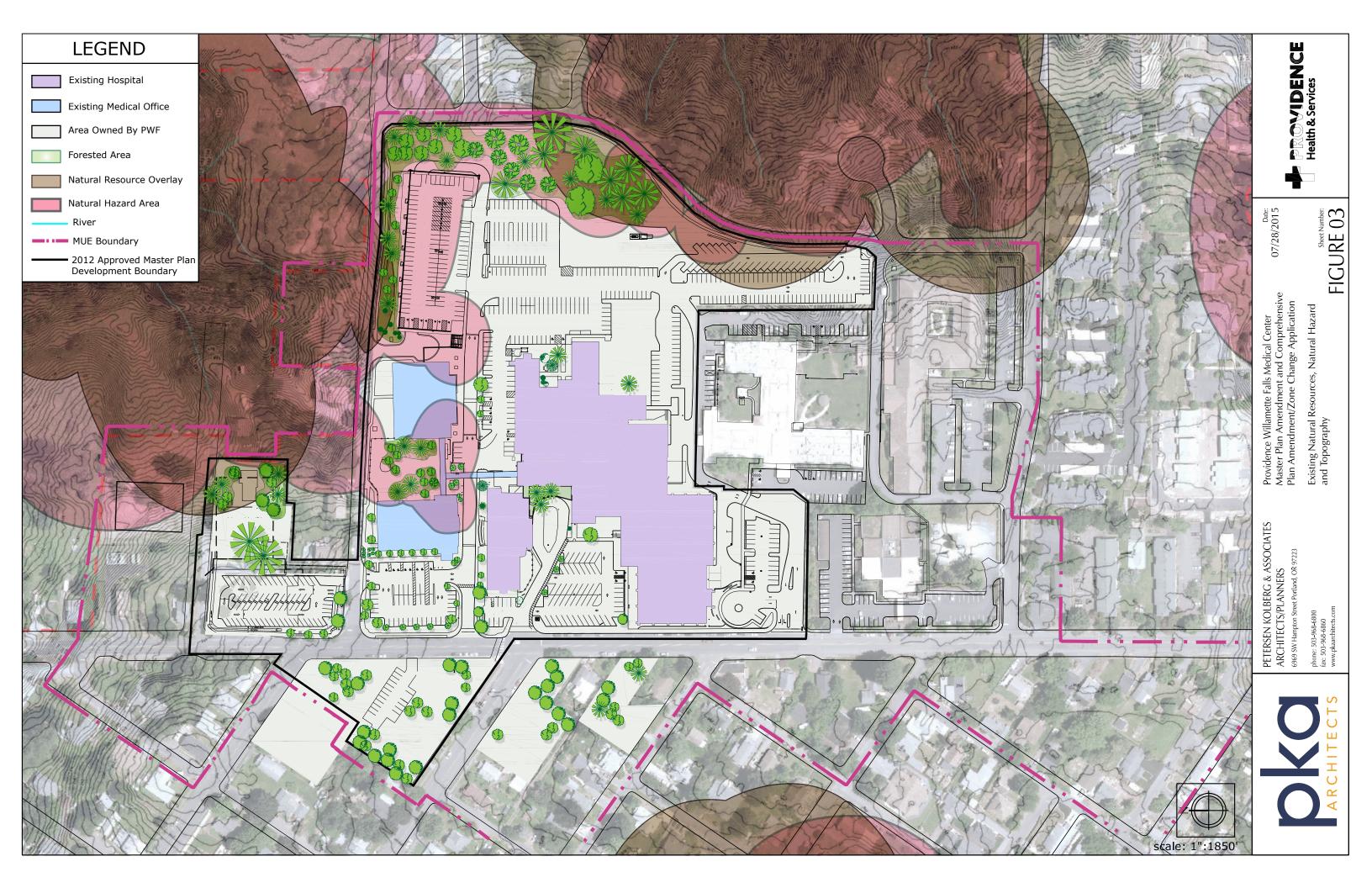
D. Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.

RESPONSE: The Oregon City Comprehensive Plan contains specific policies and provisions which control the proposed Comprehensive Plan Amendment and Zone Change; therefore, statewide planning goals do not need to be addressed.













Type I (OCMC 17.50.030.A)

Compatibility Review

Community Development - Planning

Type III / IV (OCMC 17.50.030.C)

Annexation

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

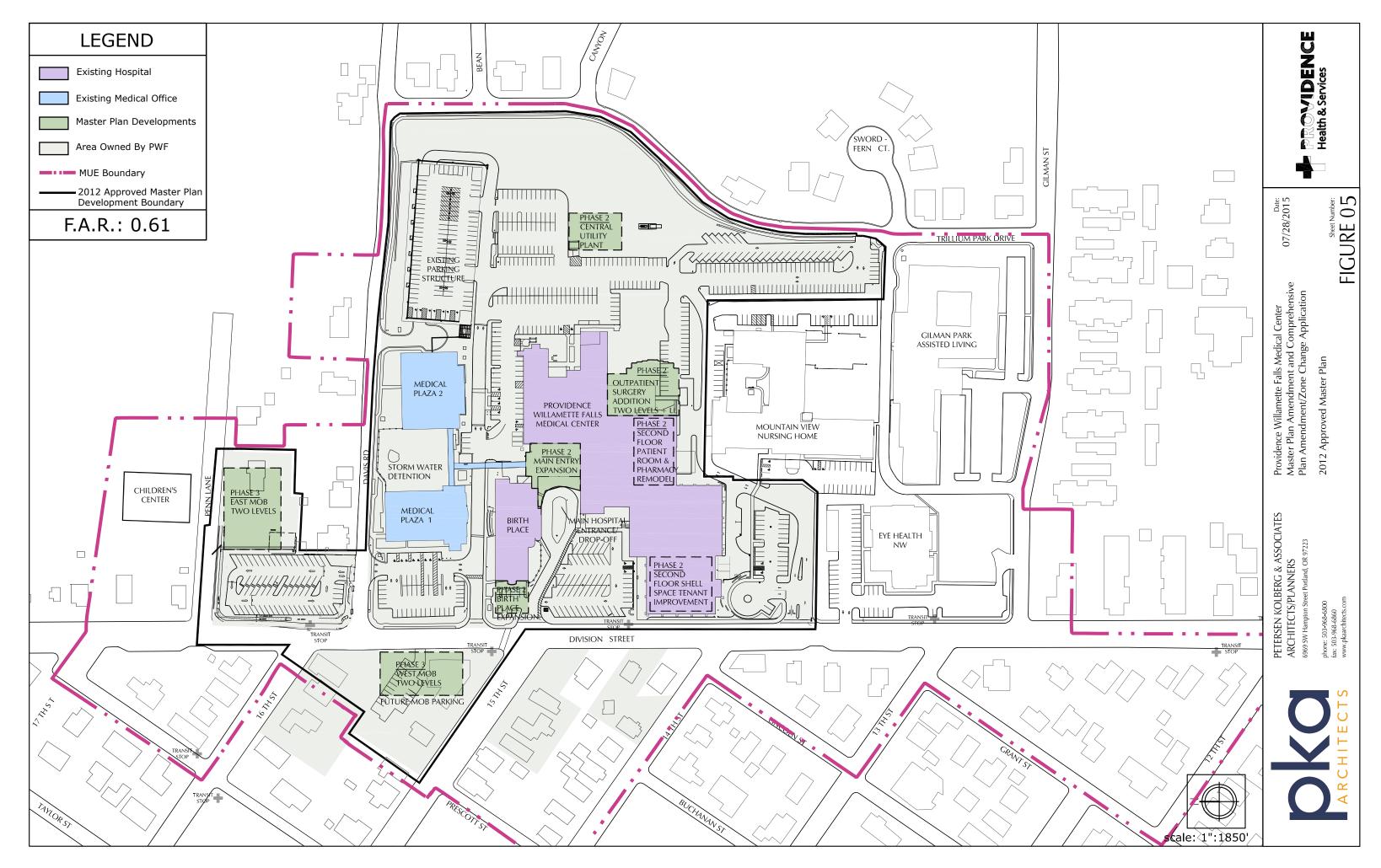
LAND USE APPLICATION FORM

Type II (OCMC 17.50.030.B)

☐ Extension

□ Lot Line Adjustment □ Non-Conforming Use Review □ Natural Resource (NROD) Verification	☐ Detailed Development Review ☐ Geotechnical Hazards ☐ Minor Partition (<4 lots) ☐ Minor Site Plan & Design Review ☐ Non-Conforming Use Review ☐ Site Plan and Design Review ☐ Subdivision (4+ lots) ☐ Minor Variance ☐ Natural Resource (NROD) Review	☐ Code Interpretation / Similar Use ☐ Concept Development Plan ☐ Conditional Use ☐ Comprehensive Plan Amendment (Text/Map) ☐ Detailed Development Plan ☐ Historic Review ☐ Municipal Code Amendment ☐ Varlance ☐ Zone Change
File Number(s):		
Proposed Land Use or Activity:	Master Plan Modification and Comprehen	sive Plan Amendment/Zone Change
Physical Address of Site: 1500 Div	vision Street, Oregon City, OR 97045	of Lots Proposed (If Applicable):
Clackamas County Map and Tax I	ot Number(s): 22E32AB TL 3100, 3000); 22E32AB TL 3900, 4000, 4100, 4200
Applicant(s):	sell Reinhard, Chief Executive; PWF Med	dical Center Date:
Phone: 503-656-1631		Email: Russell.Reinhard@providence.org
Property Owner(s): Property Owner(s) Signature:	Russell Reinhard, Chief Executive; PWF	Medical Center 8/7/2015
Property Owner(s) Name Printed Mailing Address:	;reet, Oregon City, OR 97045	Date: 0///2015
Phone: 503-656-1631		Email: Russell.Reinhard@providence.org
Representative(s): Representative(s) Signature:	Stilame H	
Representative (s) Name Printed	Stefanie Slyman, AICP; Harper Houf Peter	erson Righellis Inc. Date: 8/7/2015
Mailing Address: 205 SE Spokane	Street, Suite 200; Portland, OR 97202	
Phone: 503-221-1131	Fax:	Email: stefanies@hhpr.com

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the Information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.





Date: December 15, 2015

To: Laura Terway, AICP

Planning Division, City of Oregon City

From: Stefanie Slyman, AICP

Subject: CP15-02 AND ZC15-04 SUPPLEMENTAL FINDINGS OF COMPLIANCE WITH

OREGON STATEWIDE PLANNING GOALS

\boxtimes	E-mail	Mail	Hand Deliver	Interoffice

The following Oregon Statewide Planning Goals are applicable to the proposed comprehensive plan and zone change requests (CP15-02 and ZC15-04) and are satisfied by the proposal.

<u>Statewide Planning Goal 1: Citizen Involvement.</u> Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

RESPONSE: Representatives of Providence Willamette Falls (PWF) attended a meeting with the McLoughlin Neighborhood Association (MNA) on June 4, 2015 to present the proposal and solicit neighborhood input. Documentation of the first meeting, which satisfied the neighborhood meeting requirement, is included in Appendix F of the application. At the request of the MNA, PWF representatives met a second time with a subgroup of the MNA on June 30, 2015 at which time a modified proposal was presented that removed property on 14th Street from the concurrent master plan boundary expansion request. A third informational meeting with the MNA was held on September 3, 2015 following submittal the application to the City of Oregon City. PWF representatives also presented the proposal and solicited input at the August 3, 2015 meeting of the City's Citizen Involvement Committee (CIC).

Following submittal of the application, the City of Oregon City provided public notice of the application in accordance with the City's noticing requirements including notification of the McLoughlin Neighborhood Association and property owners within 300' of the site to attend and/or participate in the public hearing held by the planning commission and the city commission; posting of the PWF site; and notice on the City website.

<u>Statewide Planning Goal 2: Land Use Planning</u>. Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed.



RESPONSE: The comprehensive plan amendment and zone change requests are being reviewed for consistency with all applicable City Code sections, the City Comprehensive Plan, and Statewide Planning Goals as provided in this supplemental submittal. The application has been prepared pursuant to the applicable Administration and Procedures codified in OCMC Chapter 17.50 and the process for Zone Changes and Plan Amendments in OCMC 17.68.

<u>Statewide Planning Goal 3: Agricultural Lands.</u> Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

RESPONSE: The site is located within existing urbanized lands, not agricultural lands. Goal 3 does not apply.

<u>Statewide Planning Goal 4: Forest Lands</u>. This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

RESPONSE: The site is located within existing urbanized lands, not forest lands. Goal 4 does not apply.

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Area, and Natural Resources. Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

RESPONSE: The proposed zone change and comprehensive plan amendment do not amend or affect any City-designated open space, scenic and historic area, or natural resource inventories which have been previously deemed consistent with Statewide Planning Goal 5.

<u>Statewide Planning Goal 6: Air, Water and Land Resources Quality.</u> This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

RESPONSE: The proposed zone change and comprehensive plan amendment do not alter existing city protections provided by overlays for natural resources, stormwater rules, or other environmental protections which have been previously deemed consistent with Statewide Planning Goal 6.

<u>Statewide Planning Goal 7: Areas Subject to Natural Hazards.</u> Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

RESPONSE: The proposed zone change and comprehensive plan amendment do not alter existing city protections provided the city's Geologic Hazards Overlay, OCMC



17.44. These city regulations are consistent with Goal 7 and protect development from inappropriate development on steep slopes.

<u>Statewide Planning Goal 8: Recreational Needs.</u> This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

RESPONSE: The proposal has no effect on recreational resources in the City.

<u>Statewide Planning Goal 9: Economic Development.</u> Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

RESPONSE: This proposal is consistent with Goal 9 as it reinforces the role of the hospital in the community and focuses growth in an established location which will promote economic vibrancy in the City. The request to plan and zone 0.5 acres to Mixed Use Employment (MUE) will facilitate site development that PWF has identified can best serve patients, which will in turn support the continued success of the hospital and yield economic benefits for the City through job creation, community partnerships, and access to care.

<u>Statewide Planning Goal 10: Housing.</u> This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

RESPONSE: As of June 8, 2015 the City had a total buildable lands inventory of 6,132.07 acres, excluding rivers and road areas. Of the 6,132.07 acres, 4,210.17 acres (68.66%) are zoned for residential uses in the following districts: R-2. R-3.5, R-6, R-8, and R-10. The proposed rezoning of 0.5 acres of R-6 zoned property to Mixed Use Employment (MUE) will decrease this residential inventory to 4,209.67 acres or 68.64% of the City's total buildable lands inventory, a 0.02% reduction. Moreover, this residential inventory understates housing opportunities in the City as housing is also permitted by right in non-residential zones not counted toward the residential lands acreages, such as live/work units permitted in the Mixed-Use Downtown District and multifamily residential units permitted in the Mixed Use Corridor District. The resulting reduction of 0.5 acres in the residential lands inventory has no effect on the City's continued compliance with Goal 10 as a result of the proposed Comprehensive Plan and Zone Change.

<u>Statewide Planning Goal 11: Public Facilities and Services.</u> Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

RESPONSE: The site is currently served by public facilities and services provided by the City. Existing analyses for the approved 2012 Master Plan have documented impacts on public facilities which remain applicable and unchanged by the proposed master plan modification, especially as the proposed master plan will result in less 15,000 sf less development than is currently approved in the Master Plan, notwithstanding the rezoning of 0.5 acres of R-6 zoned property to MUE.



<u>Statewide Goal 12: Transportation.</u> The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

RESPONSE: The proposal is located in an area currently served by City transportation facilities. A traffic analysis has been submitted with the application which analyzed the proposed zone change in compliance with the Transportation Planning Rule (TPR), OAR 660-012-0060. The analysis determined that there will be no significant impacts on surrounding transportation facilities due to the comprehensive plan amendment and zone change.

<u>Statewide Planning Goal 13. Energy Conservation.</u> Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

RESPONSE: The proposed comprehensive plan and zone change will allow for mixed use development generally and a medical office building specifically in an urban location already served by transportation and other public infrastructure which provides for efficient and accessible uses within the City that maximize energy conservation. The colocation of medical uses on a single campus instead of multiple sites reduces vehicular travel which particularly conserves energy.

Statewide Planning Goal 14: Urbanization. This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

RESPONSE: The site is located within the urban growth boundary and no expansion of the boundary is requested. Goal 14 does not apply.

<u>Statewide Planning Goal 15: Willamette River Greenway.</u> Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

RESPONSE The site is not located with the Willamette River Greenway. Goal 15 does not apply.

Statewide Planning Goal 16: Estuarine Resources

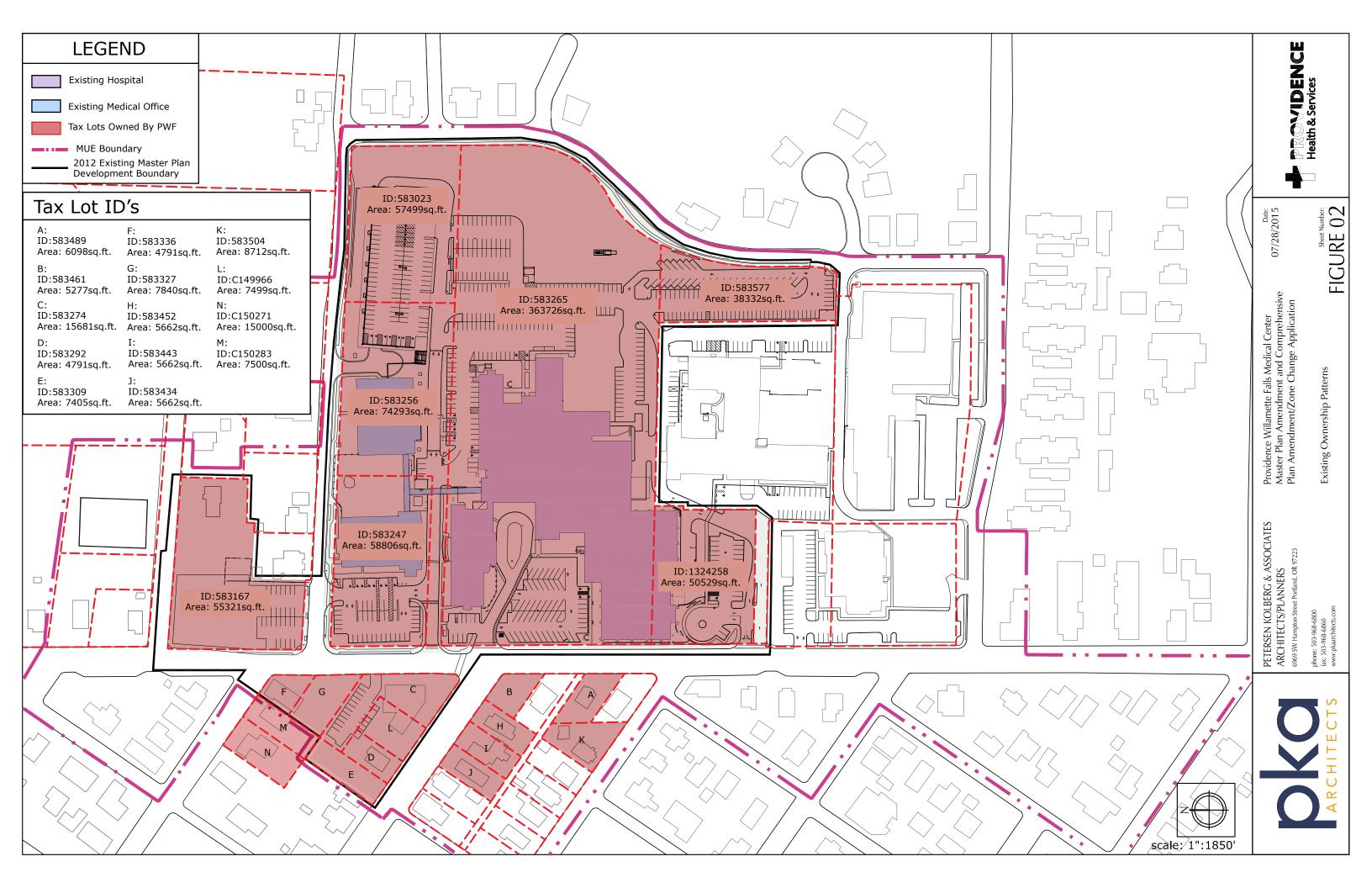
Statewide Planning Goal 17: Coastal Shorelands

Statewide Planning Goal 18: Beaches and Dunes

Statewide Planning Goal 19: Ocean Resources

RESPONSE The site is not located within any of these coastal resource areas. None of these remaining Statewide Planning Goals apply.







Site Address

Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

: 1806 15th St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB03900 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583434

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 2

Improvement Type : 131 Sgl Family,R1-3,1-Story

Subdivision/Plat : Crooks Add

Neighborhood Code : Oregon City Older

Land Use : 101 Res, Residential Land, Improved

: 389 CROOKS ADD LT 3 Legal

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$57,595 Mkt Structure : \$103,990 Mkt Total : \$161,585

%Improved : 64

M50AssdTotal: \$108,171 : 18.1800 Mill Rate Levy Code : 062002 : \$1,966.55 14-15 Taxes Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms	: 3	BldgLivingSqFt	: 1,152	BldgSqFt : 1,152
Bathrooms	: 1.00	1st Floor SqFt	: 1,152	Lot Acres : .14
Full Baths	: 1	UpperFinSqFt	:	Lot SqFt : 5,900
Half Baths	:	Finished SqFt	: 1,152	Year Built : 1925
Fireplace	:	AbvGrdSqFt	: 1,152	Foundation: Concrete
Heat Type	: Elec Baseboard	UpperTotSqFt	:	Roof Type : Composition
Floor	: Carpet	UnFinUpStySqFt	:	Roof Shape: Gable
Stories	:1	Bsmt Fin SqFt	:	Exterior Fin : Bevel Siding
Garage SF	:	Bsmt Unfin SqFt	:	_

Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	:		:	:
•	:		:	:
•			:	
•			•	:
•	•		•	•
:	:		:	:



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or

. I Tovidence mealin & Services

CoOwner Site Address

: 1807 15th St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB02500 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583309

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type : 300 Farm

Subdivision/Plat : Old Oregon Trail Summer Hm Sit

Neighborhood Code : Oregon City Older

Land Use : 100 Vacant, Residential Land

Legal : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 02500

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$39,689

Mkt Structure :

Mkt Total : \$39,689

%Improved

M50AssdTotal : \$29,147 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$529.90 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : .17 UpperFinSqFt Lot SqFt Full Baths : 7,500 Finished SqFt Year Built : Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin: Garage SF Bsmt Unfin SqFt

Bsmt Total SqFt :

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
	:		:	:
	:		:	:
	:		:	<u>:</u>
	:			:
			:	
			: · · · · · · · · · · · · · · · · · · ·	:



Site Address

Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223 Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

: 1808 15th St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AB04000 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583443

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 2

Improvement Type : 131 Sgl Family,R1-3,1-Story

Subdivision/Plat : Crooks Add

Neighborhood Code : Oregon City Older

Land Use : 101 Res, Residential Land, Improved

: 389 CROOKS ADD LT 4 Legal

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$57,595 Mkt Structure : \$81,550 Mkt Total : \$139,145 %Improved : 59 M50AssdTotal: \$97,359 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$1,769.99 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms	: 2	BldgLivingSqFt	: 916	BldgSqFt : 916
Bathrooms	: 1.00	1st Floor SqFt	: 916	Lot Acres : .14
Full Baths	: 1	UpperFinSqFt	:	Lot SqFt : 5,900
Half Baths	:	Finished SqFt	: 916	Year Built : 1923
Fireplace	:	AbvGrdSqFt	: 916	Foundation: Concr Blk
Heat Type	: Forced Air-Gas	UpperTotSqFt	:	Roof Type : Composition
Floor	: Fir	UnFinUpStySqFt	:	Roof Shape: Gable
Stories	: 1	Bsmt Fin SaFt	:	Exterior Fin : Rustic

Garage SF Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:



Site Address

Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Division Street Prop II LLC Owner

CoOwner

: 1809 15th St Oregon City 97045

: 1505 Division St Oregon City Or 97045 Mail Address

Ref Parcel Number: 22E32AB02400 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583292

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type Subdivision/Plat

: 131 Sgl Family, R1-3,1-Story

Neighborhood Code : Oregon City Older

Land Use Legal

: 101 Res.Residential Land.Improved : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 02400

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$56,188 : \$94,270 Mkt Structure

Mkt Total : \$150,458

%Improved : 63

M50AssdTotal: \$100,240 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$1,822.36 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

: 2 Bedrooms : 1.00 Bathrooms Full Baths : 1 Half Baths Fireplace

Heat Type : Forced Air-Gas Floor : Carpet

Stories : 1

Garage SF

BldgLivingSqFt : 1.034 1st Floor SqFt : 1,034 UpperFinSqFt Finished SqFt : 1,034 AbvGrdSqFt : 1,034 UpperTotSqFt

UnFinUpStySqFt Bsmt Fin SaFt Bsmt Unfin SqFt

Bsmt Total SqFt

BldgSqFt : 1,034 Lot Acres : .11 Lot SqFt : 5,000

Year Built : 1946 Foundation: Concrete Roof Type : Composition

Roof Shape: Gable Exterior Fin: Bevel Siding

TRANSFER INFORMATION

Owner(s) Date Doc# Price Deed :Division Street Prop II LLC :10/15/2002 002-098381 :Bargain & Sale :Willamette Falls Hospital :10/15/2002 002-098382 :\$1,131,000 :Warranty :Division Street Prop II LLC :\$140,000 :Warranty :09/01/1998 0098-83584 :Ramsour Robert G/Judith J Tr :05/23/1994 :Bargain & Sale 0094-42524



Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address

: 1810 15th St Oregon City 97045

Mail Address

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB04100 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583452

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract

: 224.00 Block: 2

Improvement Type : 131 Sgl Family,R1-3,1-Story Subdivision/Plat : Crooks Add

Neighborhood Code : Oregon City Older

Land Use

Legal

: 101 Res, Residential Land, Improved

: 389 CROOKS ADD LT 5

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$56,327 Mkt Structure : \$150,680 Mkt Total : \$207,007

%Improved : 73

M50AssdTotal: \$143,178 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$2.602.98 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

: 3 BldgLivingSqFt Bedrooms : 1.315 BldgSqFt : 1,315 : 1.00 1st Floor SqFt Bathrooms : 1,104 Lot Acres : .14 UpperFinSqFt Lot SqFt Full Baths : 1 : 5,900 Finished SqFt Year Built : 1925 Half Baths : 1,315 AbvGrdSqFt Foundation: Concr Blk : Single Fireplce Fireplace : 1,315 Roof Type : Composition Heat Type : Forced Air-Gas UpperTotSqFt Floor UnFinUpStySqFt Roof Shape: Gable : Carpet Stories : 1 Bsmt Fin SaFt Exterior Fin: Bevel Siding Garage SF Bsmt Unfin SqFt

Bsmt Total SqFt

Date	Doc#	Price	Deed	
:		:	:	
:		:	:	
:		:	:	
:		:	:	
:		:	:	
•			•	
	Date : : : : : : :			



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner Site Address

: 1811 15th St Oregon City 97045

Mail Address

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB02300 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583283

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1 Improvement Type : 470 Medical Buildings

Subdivision/Plat

Legal

Neighborhood Code

Land Use

: Area 03 Commercial Oregon City : 201 Com.Commercial Land.Improved : TOWNSHIP 2S RANGE 2E SECTION 32

: QUARTER AB TAX LOT 02300 SEE EXEMPT

: PORTION 02300E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$59,971 Mkt Structure : \$106,390 Mkt Total : \$166,361

%Improved : 64

M50AssdTotal: \$133,872 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$2.433.80 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Lot Acres : .17 Bathrooms UpperFinSqFt Lot SqFt : 7,500 Full Baths Year Built : 1974 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin: Garage SF

Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner Site Address

: 1812 15th St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AB04200 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583461

: Clackamas (OR) County

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 2

Improvement Type : 131 Sgl Family,R1-3,1-Story

Subdivision/Plat : Crooks Add

Neighborhood Code : Oregon City Older

Land Use : 101 Res, Residential Land, Improved

: 389 CROOKS ADD LT 6 Legal

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$56,188 Mkt Structure : \$40,970 Mkt Total : \$97,158 %Improved : 42 M50AssdTotal: \$67,586

: 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$1,228.72 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms	: 2	BldgLivingSqFt	: 1,034	BldgSqFt : 1,034
Bathrooms	: 1.00	1st Floor SqFt	: 1,034	Lot Acres : .12
Full Baths	: 1	UpperFinSqFt	:	Lot SqFt : 5,247
Half Baths	:	Finished SqFt	: 1,034	Year Built : 1925
Fireplace	:	AbvGrdSqFt	: 1,034	Foundation: Post Pier
Heat Type	: Stove	UpperTotSqFt	:	Roof Type : Composition
Floor	: Fir	UnFinUpStySqFt	:	Roof Shape: Gable
Stories	: 1	Bsmt Fin SqFt	:	Exterior Fin : Rustic
Garage SF	:	Bsmt Unfin SqFt	:	

Bsmt Unfin SqFt Bsmt Total SqFt

· ,	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	:		:	:
:	:		•	:
:				•
•	:		:	•
•	•		•	•
:	:		:	:



Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address

: 1714 16th St Oregon City 97045 : 4400 NE Halsey St #2 Portland Or 97213

Mail Address

Ref Parcel Number: 22E32AB03100 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583354

County : Clackamas (OR)

Mkt Structure : \$196,450

M50AssdTotal: \$186,317

ASSESSMENT AND TAX INFORMATION

: \$95,032

: \$291,482

: 67

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type

: 141 Sgl Family,R1-4,1-Story

Subdivision/Plat

Neighborhood Code : Oregon City Older

: 444

Land Use Legal

Garage SF

: 101 Res, Residential Land, Improved : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 03100

Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$3.387.25 Millage Rate : 18.1800

Mkt Land

Mkt Total

%Improved

PROPERTY CHARACTERISTICS

: 3 BldgLivingSqFt Bedrooms : 1.640 BldgSqFt : 1,640 : 2.00 1st Floor SqFt Lot Acres : .34 Bathrooms : 1,262 UpperFinSqFt Lot SqFt Full Baths : 2 : 378 : 15,000 Finished SqFt Year Built : 1920 Half Baths : 1,640 AbvGrdSqFt Foundation: Concrete : Single Fireplce Fireplace : 1,640 : Forced Air-Gas Roof Type : Composition Heat Type UpperTotSqFt : 378 Floor : Tile UnFinUpStySqFt Roof Shape: Gable Stories : 1 Bsmt Fin SaFt Exterior Fin: Bevel Siding

Bsmt Unfin SqFt Bsmt Total SqFt

	•	•
	:	•
	:	•
		•
		•
		•
		: : : :



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health/Services-O

CoOwner :

Site Address

: 1716 16th St Oregon City 97045

Mail Address :

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB03000 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583345

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract

: 224.00 Block: 1

Improvement Type

: 131 Sgl Family,R1-3,1-Story

Subdivision/Plat Neighborhood Code : Debbie Acres: Oregon City Older

Land Use

: 101 Res,Residential Land,Improved

Legal

: SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 03000

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$69,136

Mkt Structure : \$131,450 Mkt Total : \$200,586

%Improved: 66

M50AssdTotal : \$138,300 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$2,514.30 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms : 3
Bathrooms : 1.00
Full Baths : 1

Full Baths : 1
Half Baths :

Fireplace : Single Fireplce
Heat Type : Forced Air-Oil
Floor : Tile

Stories : 1 Garage SF : BldgLivingSqFt : 1,401 1st Floor SqFt : 1,401 UpperFinSqFt :

Finished SqFt : 1,401 AbvGrdSqFt : 1,401

UpperTotSqFt UnFinUpStySqFt Bsmt Fin SqFt

Bsmt Unfin SqFt : Bsmt Total SqFt :

BldgSqFt : 1,401 Lot Acres : .17

Lot SqFt : 7,500
Year Built : 1904
Foundation : Post Pier
Roof Type : Composition

Roof Shape: Gable Exterior Fin: Bevel Siding

TRANSFER INFORMATION

Owner(s) Date Doc# **Price** Deed :Providence Health/Services-O :05/15/2015 015-028371 :\$255,000 :Warranty :Wright Andre P :12/17/2002 002-123732 :\$159.900 :Warranty :Andrilenas Edward J :\$70,500 :Warranty :08/30/2001 001-069648 :House Robert L/Linda K :Bargain & Sale :09/01/1998 0098-81411 :House Robert L :06/04/1997 0097-42097 :\$55,000 :Warranty



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

: 1720 16th St Oregon City 97045

Site Address Mail Address

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB02900 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583336

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type Subdivision/Plat

: 131 Sgl Family, R1-3,1-Story

Neighborhood Code

: Oregon City Older

Land Use Legal

: 101 Res, Residential Land, Improved : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 02900

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$51,684 Mkt Structure : \$120,720 Mkt Total : \$172,404

%Improved : 70

M50AssdTotal: \$117,518 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$2.136.48 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms	: 3	BldgLivingSqFt	: 1,490	BldgSqFt : 1,490
Bathrooms	: 1.00	1st Floor SqFt	: 1,138	Lot Acres : .11
Full Baths	: 1	UpperFinSqFt	: 352	Lot SqFt : 4,986
Half Baths	:	Finished SqFt	: 1,490	Year Built : 1920
Fireplace	:	AbvGrdSqFt	: 1,490	Foundation: Concrete
Heat Type	: Forced Air-Gas	UpperTotSqFt	: 352	Roof Type : Composition
Floor	: Carpet	UnFinUpStySqFt	:	Roof Shape: Gable
Stories	: 1	Bsmt Fin SqFt	:	Exterior Fin : Aluminum

Garage SF Bsmt Unfin SqFt Bsmt Total SqFt

` '	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	•		:	•
			•	
•	•		•	•
:	:		:	:
•	•		•	•
:	:		:	:



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

County

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or

CoOwner :

Site Address : 1500 Division St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213

PROPERTY DESCRIPTION

ASSESSMENT AND TAX INFORMATION

: Clackamas (OR)

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type : *unknown Improvement Code*

Subdivision/Plat : Aldercrest Acres

Neighborhood Code

Land Use

Garage SF

Legal

: Area 03 Commercial Oregon City: 201 Com, Commercial Land, Improved: SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 02100

Mkt Land : \$2,017,225 Mkt Structure : \$45,016,480

Ref Parcel Number: 22E32AB02100

Parcel Number : 00583265

T: 02S R: 02E S: 32 Q: NE QQ: NW

Mkt Total : \$47,033,705

%Improved: 96

M50AssdTotal : \$43,309,308 Mill Rate : 18.1800 Levy Code : 062002

14-15 Taxes

Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Lot Acres : 8.36 Bathrooms UpperFinSqFt Lot SqFt Full Baths : 364,193 Year Built : 1961 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Roof Type: Heat Type UpperTotSqFt Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin:

Bsmt Unfin SqFt : Bsmt Total SqFt :



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner Site Address

: 1505 Division St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AB02200 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583274

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Improvement Type : 470 Medical Buildings

Subdivision/Plat

Garage SF

Neighborhood Code

Land Use Legal

: Area 03 Commercial Oregon City : 201 Com.Commercial Land.Improved : TOWNSHIP 2S RANGE 2E SECTION 32

Block: 1

: QUARTER AB TAX LOT 02200 SEE EXEMPT

: PORTION 02200E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$13,168 Mkt Structure : \$23,010 Mkt Total : \$36,178 %Improved : 64

M50AssdTotal: \$28,802 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$523.62 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : .37 UpperFinSqFt Lot SqFt : 16,025 Full Baths Year Built : 1974 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin:

Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	:		:	:
:	:		:	:
•				
•			:	:
•	•		•	•
:	:		:	:



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

County

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or

CoOwner :

Site Address : 1508 Division St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213

: Clackamas (OR)

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type : *unknow

Subdivision/Plat

Neighborhood Code

Land Use

Legal

: *unknown Improvement Code*

PROPERTY DESCRIPTION

: Area 03 Commercial Oregon City : 201 Com.Commercial Land.Improved

: TOWNSHIP 2S RANGE 2E SECTION 32

: QUARTER AB TAX LOT 02000 SEE EXEMPT

: PORTION 02000E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$317,846 Mkt Structure : \$10,092,870

Ref Parcel Number: 22E32AB02000

Parcel Number : 00583256

T: 02S R: 02E S: 32 Q: NE QQ: NW

Mkt Total : \$10,410,716

%Improved: 97

M50AssdTotal : \$9,364,280 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$169,801.91 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : 1.72 UpperFinSqFt Lot SqFt Full Baths : 75,094 Year Built : 1962 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin: Garage SF

Bsmt Unfin SqFt : Bsmt Total SqFt :

Providence Health & Services : : : : : : : : : : : : : : : : : : :	Owner(s)	Date	Doc#	Price	Deed
	:Providence Health & Services	:		:	:
	:	:		:	:
: :	:	:		:	:
·	:	:		•	•
·				•	•
				:	



Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address : 1510 Division St Oregon City 97045

Mail Address : 1510 Division St Oregon City Or 97045 Ref Parcel Number: 22E32AB01900 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583247

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type

Subdivision/Plat

Neighborhood Code

Legal

Garage SF

Land Use

: Area 03 Commercial Oregon City

: 564 Medical Office Buildings

: 201 Com.Commercial Land.Improved : TOWNSHIP 2S RANGE 2E SECTION 32

: QUARTER AB TAX LOT 01900 SEE EXEMPT

: PORTION 01900E2

ASSESSMENT AND TAX INFORMATION

: 18.1800

Mkt Land : \$298,571

Mkt Structure : \$3,323,980

Mkt Total : \$3,622,551

%Improved : 92

Millage Rate

M50AssdTotal: \$3,375,144 Mill Rate : 18.1800 Levy Code : 062002 : \$60.552.50 14-15 Taxes

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : 1.35 UpperFinSqFt Lot SqFt Full Baths : 58,725 Year Built : 1995 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Roof Type : Heat Type UpperTotSqFt Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin:

> Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:00/00/2009	009-005465	:	:Deed
:Strickland Caroline E Trste	:00/00/1978	078-051134	:	:Deed
:	:		:	:
:	:		:	:



CoOwner

Garage SF

Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

County

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or

.

Site Address : 1511 Division St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213

ASSESSMENT AND TAX INFORMATION

: Clackamas (OR)

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type : 121 Sgl Family,R1-2,1-Story
Subdivision/Plat : Old Oregon Trail Summer Hm Sit

Neighborhood Code : Oregon City Older

Land Use : 100 Vacant, Residential Land

Legal : SECTION 32 TOWNSHIP 2S RANGE 2E

PROPERTY DESCRIPTION

: QUARTER AB TAX LOT 02800

Mkt Land : \$75,328

Mkt Structure :

Mkt Total : \$75,328

Ref Parcel Number: 22E32AB02800

Parcel Number : 00583327

T: 02S R: 02E S: 32 Q: NE QQ: NW

%Improved

M50AssdTotal : \$72,998 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$1,272.04 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms BldgLivingSqFt BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : .18 UpperFinSqFt Lot SqFt : 7,990 Full Baths Finished SqFt Year Built : 1900 Half Baths AbvGrdSqFt Foundation: Post Pier Fireplace Roof Type : Composition Heat Type : Stove UpperTotSqFt Floor : Fir UnFinUpStySqFt Roof Shape: Gable Stories : 1 Bsmt Fin SaFt Exterior Fin: Rustic

> Bsmt Unfin SqFt : Bsmt Total SqFt :

Owner(s) :Providence Health & Services	Date	Doc#	Price	Deed
:	:		:	:
<u>:</u>	:		:	:
:	:		:	:
:	:		:	:



Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address

: 1600 Division St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AB01201 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583167

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Garage SF

Census Tract : 224.00

Block: 1 Improvement Type : 131 Sgl Family,R1-3,1-Story

Subdivision/Plat : Emerald Mdws D

Neighborhood Code : Oregon City Older

Land Use : 101 Res, Residential Land, Improved Legal

: SECTION 32 TOWNSHIP 2S RANGE 2E : QUARTER AB TAX LOT 01201 SEE EXEMPT

: PORTION 01201E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$177,507 Mkt Structure : \$84,930 Mkt Total : \$262,437

%Improved : 32

M50AssdTotal: \$262,437 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$4.447.40 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms BldgLivingSqFt BldgSqFt : 1st Floor SqFt Lot Acres : 1.18 Bathrooms UpperFinSqFt Lot SqFt Full Baths : 51,388 Finished SqFt Year Built : 1969 Half Baths AbvGrdSqFt Foundation: Concrete Fireplace Roof Type : Composition Heat Type : Forced Air-Gas UpperTotSqFt Floor UnFinUpStySqFt Roof Shape: Gable : Carpet Stories : 1 Bsmt Fin SaFt Exterior Fin: Bevel Siding

> Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed	
:Providence Health & Services	:		:	:	
:	:		:	:	
:	:		:	:	
:	:		:	:	
:	:		:	•	
	:			:	
•	•			•	



WFG National Title Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223 Phone: 503.603.1700

Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com



Parcel #: 00583461 / 22E32AB04200



WARRANTY DEE	31
--------------	----

GRANTOR: Robert G. Ramsour, Trustee

GRANTEE: Division Street Properties II, L.L.C.

Until a change is requested, all tax statements shall be sent to the following address: Division Street Properties II, L.L.C. 1505 Division Street

Oregon City, OR 97045

Escrow No. 678889CD

Title No. C678889-RH

After recording return to: Division Street Properties II, L.L.C. 1505 Division Street Oregon City, OR 97045

STATUTORY WARRANTY DEED

ROBERT G. RAMSOUR and JUDITH J. RAMSOUR, TRUSTEES for the ROBERT G. RAMSOUR TRUST w/d/t 4/3/91, and ROBERT G. RAMSOUR and JUDITH J. RAMSOUR, TRUSTEES for the JUDITH J. RAMSOUR TRUST widt:
4/3/91 as tenants in common, each with an undivided one-half interest Grantor, conveys and warrants to DIVISION STREET PROPERTIES II, L.L.C., an Oregon limited liability company Grantee, the following described real property free of encumbrances except as specifically set forth herein situated in Clackamas County, Oregon, to wit:

SEE 'LEGAL DESCRIPTION' ATTACHED HERETO AND BY REFERENCE MADE A PART HEREOF.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930. The said property is free from encumbrances except: Covenants, Conditions, Restrictions, Reservations, Set Back Lines, Powers of Special Districts, and Easements of Record, if any; 1998-99 taxes which are a lien due but not yet payable.

The true consideration for this conveyance is \$140,000.00** (Here comply with the requirements of ORS 93.030) **which is paid to an accommodator as part of a 1031 deferred exchange.

Dated this / day of Alphametre 19 78

Robert G. Ramsour, Trustee for the G. Ramsour Trust u/d/t 4/3/91 and

This Space Reserved for Recorder's Use

State of Oregon, County of Multmoman

The foregoing instrument was acknowledged before me this _____ day of ____ Robert G. Ramsour, Trustee and Judith J. Ramsour, Trustee on behalf of said trusts.

dana K. Skeau Notary Public for Oregon
My commission expires: 9/26/99 OFFICIAL SEAL
DEANA L FREAUF
NOTARY PUBLIC-OREGON
COMMISSION NO. 047385
MY COMMISSION EXPIRES SEPT 26, 1999

98-083584

10

TICOR TITLE INSURANCE

EXHIBIT 'A'

LEGAL DESCRIPTION

That portion of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning 100 feet Easterly at right angles from a point which is 200 feet Southerly at right angles from a point on a Southerly line of 16th Street, which is 1220 feet Easterly from the Northeast corner of Block 173, Oregon City, Oregon; thence running Southerly at right angles from said Easterly line 100 feet; thence Westerly at right angles 50 feet; thence Northerly at right angles 100 feet; thence Easterly at right angles 50 feet to the place of beginning.

STATE OF OREGON 98-083584 CLACKAMAS COUNTY Received and placed in the public records of Clackamas County RECEIPT# AND FEE: 78048 \$48.00 DATE AND TIME: 09/08/98 10:13 AM JOHN KAUFFMAN, COUNTY CLERK



Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk

2012-003000

01/24/2012 08:39:38 AM Cnt=1 Stn=7 BARBARASTR \$25.00 \$16.00 \$10.00 \$16.00

\$67.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES - OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

Page 1 of 3 - QUIT CLAIM DEED FOR MERGER DCAPDX 739104 v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930. AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

By: Shelly M. Handkins
Title: ____ CFO

STATE OF OREGON) ss.
County of MU Thomah

Personally appeared before me this day of day of www, 2012, Swelly through who, being duly sworn, did say that he/she is the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher Donation Land Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at a granite stone 18 inches by 12 inches by 10 inches marked "A" and set in the West line of the said Fisher Donation Land Claim, 23.15 chains North 0°38' East from the Southwest corner thereof, which point is the Southwest corner of a tract conveyed to George O. Jewell by Deed recorded November 2, 1925 in Book 181, page 632, Deed Records; thence South 87°53' East 950 feet to a point; thence North 0°38' East parallel with the West line of said Donation Land Claim 400 feet to a point; thence North 87°54' West 950 feet to a point on the West line of said Donation Land Claim; thence South 0°38' West along said West line 400 feet to the point of beginning.

EXCEPTING THEREFROM that portion thereof included in a tract described in Deed to Rivergate Development Company, an Oregon corporation recorded April 25, 1997 as Fee No. 97030876, Records of Clackamas County and described as follows:

All of that property lying West of the East line of the tract described in deed to Willamette Falls community Hospital recorded January 15, 1979, Clackamas County Deed as Fee No. 79-1768, and East of the following described West line of the parcel conveyed herein which is part of the Ezra Fisher and wife Donation Land Claim No. 44, in the Northeast 1/4 of Section 32, Township 2 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon:

Commencing at the Northeast corner of that tract of land described in deed to Mountain Park Health Care Facilities, Inc., recorded July 23, 1985, Clackamas County Recorders Deed as Fee No. 85-25376, which corner is on the South line of that tract described in deed to doctors Hospital Association, Inc., recorded December 27, 1957 in Clackamas County Book 534, page 590; thence, continuing 144.60 feet along said 220-foot radius curve right through a central angle of 37°39'28", the long chord of which bears North 43°26'56" East, 142.01 feet to a point of reverse curvature; thence 130.41 feet along the arc of a curve left, the radius of which is 180.00 feet, the central angle is 41°30'37, and the long chord bears North 41°32'22" East, 127.58 feet to the East line of said Doctors Hospital Association, Inc. tract, which is also the West line of that tract described in deed to willamette Falls Community Hospital recorded January 15, 1979, clackamas County Deed as Fee No. 79-1768; thence continuing 63.25 feet along said 180-foot radius curve left through a central angle of 20°08'03", the long chord of which bears North 10°42'02" East, 67.93 feet to a point of tangency which lies 40.00 feet Westerly of, when measured perpendicular to, the East line of said Willamette Falls Community Hospital tract; thence, parallel with an 40.00 feet from the East line of said Willamette Falls Community Hospital tract, North 00°38'00" East, 339.07 feet to the North line thereof, being on the South line of David Road and the terminus of the line described said line, including the arc length, central angles, and long chords, to be adjusted as necessary to insure that it passes through the tract corners called, and runs parallel with and immediately adjacent to the tract lines cited and the Easterly and Westerly lines of said strip to lengthen and shorten as necessary to begin and terminate on the tract lines cited.

EXCEPTING THEREFROM that portion lying within the boundaries of Trillium Park Drive.

ALSO EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded October 24, 2007 as Fee No. 2007-091355.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583265 Ref Parcel Number: 22E32AB02100 Site Address: 1500 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk 2012-003001

01/24/2012 08:39:38 AM Cnt=1 Stn=7 BARBARASTR

D-D Cnt=1 Stn=7 B/ \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax</u> statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES — OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30,930. AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855. OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

Printed Name Title:

and deed.

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

	A.	
STATE OF OREGON)	
County of My Hnomah) ss	
•	_/	
Personally appeared	before me this <u>lith</u> day of <u>huwan</u> y, 20	12, Shelly throlling
who, being duly sworn, did	say that he/she is the (\mathcal{A})	of Willamette
Falls Hospital, an Oregon	nonprofit corporation, that the foregoing i	nstrument was signed on

behalf of said company, and that he/she acknowledged said instrument to be his/her/voluntary act

OFFICIAL SEAL

GLENDA L FOSSUM-SMITH

NOTARY PUBLIC-OREGON

COMMISSION NO. 461117

MY COMMISSION EXPIRES AUGUST 18, 2015

Exhibit A

Legal Description of the Property

[See attached.]

Real property in the County of Clackamas, State of Oregon, described as follows:

A portion of the Northwest quarter of the Northeast quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, Clackamas County, Oregon, described as follows:

Beginning at the intersection of the Northerly line of 15th Street and the Westerly line of Division Street in the City of Oregon City; thence Northwesterly along the Northerly line of said 15th Street, 185 feet, more or less, to the most Westerly corner of that tract of land conveyed to L.P. Gambee, et ux, by deed recorded July 18, 1972, under Recorder's Fee No. 72-20949; thence at right angles to said roadway and along the Westerly line of said Gambee tract, 100 feet to the most Northerly corner thereof; thence at right angles to the last mentioned line, 50 feet to the most Westerly corner of that tract of land conveyed to L. Phaon Gambee, et ux, by deed recorded May 1 7, 1973, under Recorder's Fee No. 73-15330; thence Northeasterly along the Westerly line of the last mentioned Gambee tract, 50 feet, to the Northwesterly corner thereof; thence tracing the Northerly line of said tract, 136 feet to the West line of Division Street; thence Southerly along the Westerly line of said Division Street, 185 feet, more or less, to the place of beginning.

Excepting Therefrom that parcel contained in a Quitclaim Deed to the City of Oregon City, a municipal corporation, recorded April 11, 1963, in Book 620, Page 8.

And Further Excepting Therefrom that parcel conveyed to L.P. Gambee and Patricia I Gambee, husband and wife, by deed recorded July 18, 1972, Recorder's No. 72 20949, which said excepted parcel is described as follows:

Beginning at the Northeast corner of Block 173, Oregon City; thence Southeasterly along the Southerly line of Sixteenth Street 1220 feet; thence at right angles Southeasterly 200 feet; thence Southeasterly at right angles 100 feet to the true point of beginning; thence continuing Southeasterly 75 feet; thence at right angles Southwesterly 100 feet to Northerly side of Fifteenth Street; thence Northwesterly at right angles along Northerly side of Fifteenth Street 75 feet; thence Northeasterly at right angles 100 feet to the true point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583274

Ref Parcel Number: 22E32AB02200

Site Address: 1505 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk

2012-003002

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax statements shall be sent to:</u>

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855. OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
WY COMMISSION EXPIRES AUGUST 18, 2015

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

STATE OF OREGON)
County of Multhomah) ss.
Personally appeared before me this the day of the sum 2012, Shelly thanking who, being duly sworn, did say that he/she is the of Willamette
who, being duly sworn, did say that he/she is the
Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on
behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act
and deed.

NOTARY PUBLIĆ F

Exhibit A

Legal Description of the Property

[See attached.]

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher Donation Land Claim situated in the Northeast one-quarter of Section 32, Township 2 South, Range 2 East, of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, being more particularly described as follows, to-wit:

Beginning at an iron rod in the Easterly right of way line of Division Street, which iron rod is the Northwest corner of that certain tract of land conveyed to the Doctor's Hospital Association, Inc. by Deed recorded December 27, 1957 in Deed Book 534, page 590, Deed Records, Clackamas County, Oregon. From said place of beginning; thence South 87°51'07" East along the North line of said Doctor's Hospital Association Inc. Tract, 324.99 feet to an iron pipe; thence continuing South 87°51'07" East along said Doctor's Hospital Association Inc. Tract North line 325.01 feet to an iron pipe; thence leaving said North line North 0°38' East 209.03 feet to an iron pipe in the Southerly right of way line of Davis Road; thence North 86°23' West along the Southerly right of way line of said Davis Road 325.02 feet to an iron pipe; thence leaving said Southerly right of way line of Davis Road, South 0°38' West 187.44 feet to an iron pipe; thence North 87°51'07" West 324.99 feet to an iron rod set in the Easterly right of way line of said Division Street; thence South 0°38' West along said Easterly right of way line of Division Street 30.02 feet to the place of beginning.

TOGETHER WITH an easement for underground drainage line as set forth in document recorded September 5, 1962 in book 610, page 19 being 5 feet in width lying and being 2 1/2 feet on either side of the following described center line:

Beginning at an iron rod in the Easterly right of way line of Division Street, in the Northeast 1/4 of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the Ezra Fisher donation Land Claim, which iron rod is the Northwest corner of that certain tract of land conveyed to the Drs. Hospital Association, Inc., by Deed recorded December 27, 1957 in Deed Book 534, page 590, Deed Records of Clackamas County, Oregon; running thence North 0°38' East, along said Easterly right of way line of Division Street 30.02 feet to an iron rod; thence South 87°51'07" East, 324.99 feet to the Westerly boundary of the tract above described; thence North 0°38' East, tracing said Westerly boundary, 60 feet to the point of beginning of the easement center line to be described; thence North 45° West, 22 feet to a point and terminus of said easement center line.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City for road and utility purposes by instrument recorded February 13, 2002 as Fee No. 2002-014847.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583256

Ref Parcel Number: 22E32AB02000

Site Address: 1508 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk

2012-003003

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax statements shall be sent to:</u>

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, **OREGON LAWS 2009.**

DATED: Effective as of the date first written above.

GRANTOR:

Printed Name:

Title:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

STATE OF OREGON)
County of MUHNOMAh) ss.
County of INVITATION)

Personally appeared before me this the day of the thing of who, being duly sworn, did say that he/she is the the thing of Willamette Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

NOTARY PUBLIC FOR

Exhibit A

Legal Description of the Property

[See attached.]

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher Donation Land Claim situated in the Northeast quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at an iron rod in the Easterly right of way line of Division Street, which rod marks the Northwest corner of that 30 foot strip of land described in that deed to Graeme Strickland, et ux, recorded in Clackamas County Deed Book 610, page 19; thence South 87°51'07" East along the Northerly line of said 30 foot strip 324.99 feet to an angle corner in said tract of land; thence North 0°38' East along the West line of said tract 187.44 feet to the most Northerly Northwest corner of said Strickland tract and a point in the Southerly line of Davis Road; thence North 86°23' West along said Southerly line 325 feet, more or less, to a point in the Easterly line of said Division Street; thence South 0°38' West 196 feet, more or less, to the point of beginning.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded March 8, 2004 as Fee No. 2004-019351.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583247 & 01718136

Ref Parcel Number: 22E32AB01900 & 22E32AB1900E2

Site Address: 1510 Division St. & 1510 Division St #A, Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Clackamas County Official Records 2012-003004 Sherry Hall, County Clerk 01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax statements shall be sent to:</u>

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

Printed Name.

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

STATE OF OREGON)
County of MUltromah) ss.

Personally appeared before me this the day of who, being duly sworn, did say that he/she is the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

NOTARY PUBLIC FOR

Exhibit A Legal Description of the Property [See attached.]

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning in the Easterly extension of the Southerly line of 16th Street, 1280.00 feet, more or less, Easterly, along Easterly extension, from the Northeast corner of Block 173, Oregon City; thence at right angles Southerly 80.00 feet to the Southwest corner of a tract conveyed to Gerald T. Shaw, et ux, recorded October 6, 1964, in Book 647, Page 407, Deed Records, also being the most Northerly corner of that tract conveyed to William 0. Moore, et ux, recorded June 9, 1964, in Book 641, Page 235, Deed Records and the true point of beginning of the tract herein to be described; thence Southeasterly along the Northerly boundary of said Moore tract 89.00 feet to the Westerly line of Division Street; thence Southerly along the Westerly line of Division Street, a distance of 83.00 feet to the Northeast corner of a tract conveyed to William B. Miller, et ux, recorded August 6, 1938, in Book 249, Page 363, Deed Records; also being the most Southerly corner of said Moore tract; thence Northwesterly along the Southerly line of said Moore tract a distance of 136.00 feet to the Southwest corner thereof; thence Northeasterly along the Northwesterly line of said Moore tract a distance of 70.00 feet to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583327

Ref Parcel Number: 22E32AB02800

Site Address: 1511 Division St., Oregon City 97045

Portland, OR 97213

Grantee's name and address:

Grantor's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk

2012-003006

01/24/2012 08:39:38 AM

Cnt=1 Stn=7 BARBARASTR \$30.00 \$16.00 \$10.00 \$16.00

\$72.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES - OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855. OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

Printed Name:

Title:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

STATE OF OREGON)

County of Multinimuh)

Personally appeared before me this the day of the solution of Willamette who, being duly sworn, did say that he/she is the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

NOTARY PUBLIC FOR

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

Exhibit A

Legal Description of the Property

[See attached.]

Real property in the County of Clackamas, State of Oregon, described as follows:

TRACT A:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point North 1°5' East 264 feet and South 85°57' East 231 feet from the Southwest corner of a tract conveyed to John Naught by deed recorded in Book "X", page 397, Deed Records; thence continuing South 85°57' East 91.90 feet to the Northwest corner of a tract conveyed to Orlie M. Hemphill, et ux, by deed recorded in Book 321, page 51, Deed Records; thence South 1°00' West 120 feet; thence North 85°57' West 91.90 feet; thence North 1°00' East 120 feet to the true point of beginning.

EXCEPTING THEREFROM the North 20 feet, being situated in Penn Lane.

ALSO EXCEPTING THEREFROM that portion conveyed to the City of Oregon City by Deed of Dedication recorded April 25, 2011 as Instrument No. 2011-024837

TRACT B:

A tract of land in the Northwest one-quarter of the Northeast one-quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, and being within the Ezra Fisher Donation Land Claim, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning on the West line of said Donation Land Claim at the Northwest corner of the tract of land described in a Deed to J.E. Boyer recorded in Book 100, page 275, which corner is established by said deed as being South 1°05' West 1716 feet (26 chains) from the Northwest corner of said Donation Land Claim; thence South 85°57' East along the North line of said Boyer tract 100 feet; thence South 1°05' West, parallel with said claim line, 52 feet to the Northeast corner of the tract described in Deed to Donn J. Crone recorded under Fee No. 67-002664; thence North 87°57' West along the North line of said Crone tract 100 feet to the West line of said Donation Land Claim; thence North 1°05' East along said claim line 52 feet to the point of beginning.

EXCEPTING THEREFROM that portion conveyed to the City of Oregon City by Deed of Dedication recorded April 25, 2011 as Instrument No. 2011-024837

TRACT C:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at the Northwest corner of a tract of land described in Book 100, page 275, Deed Records of Clackamas County, Oregon, which corner is on the west line of the Ezra Fisher Donation Land Claim No. 44 at a point South 1°05' West 26 chains from the Northwest corner of said Donation Land Claim; thence South 1°05' West along the West line of said Fisher Donation Land Claim 52.0 feet to the true point of beginning; thence South 85°57' East 100 feet; thence South 1°05' West 50.00 feet; thence North 85°57 West 100 feet to the West line of said Fisher Donation Land Claim; thence North, tracing the West line of

said Fisher Donation Land Claim, 50.0 feet to the point of beginning.

EXCEPTING THEREFROM that portion conveyed to the City of Oregon City by Deed of Dedication recorded April 25, 2011 as Instrument No. 2011-024837

TRACT D:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point 112.00 feet North 1°5' East from the Southwesterly corner of a tract of land deeded to J.E. Boyer by deed recorded September 30, 1907 in Book 100, page 275, Clackamas County Deed Records; thence in a Northerly direction along the Westerly line of said tract a distance of 50.00 feet; thence South 85°57' East 165.00 feet to the Easterly line of said tract; thence South 1°5' West along the Easterly line of said tract a distance of 50.00 feet; thence North 85°57' West 165.00 feet to the point of beginning.

TRACT E:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point that is South 1°05' West 30 chains from the Northwest corner of the Ezra Fisher Donation Land Claim; thence South 85°57' East 124.5 feet; thence North 1°05' East 112 feet; thence North 85°57' West 124.5 feet to the Donation Land Claim line; thence South 1°05' West 112 feet to the point of beginning.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded March 8, 2004 as Fee No. 2004-019351.

TRACT F:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning on the West line of said Donation Land Claim at the Northeast corner of the tract of land described in Deed to J.E. Boyer recorded in Book 100, page 275, Clackamas County Deed Records, which corner is established by said Deed as being South 1°05' West 1716 feet (26 chains) from the Northwest corner of said Donation Land Claim; thence South 85°57' East along the North line of said Boyer tract 100 feet to the true point of beginning; thence South 1°05' West, parallel with said claim line, 102 feet to the Southeast corner of the tract described in Deed to Donn J. Crone recorded under Fee No. 67-002664; thence South 85°57' East, parallel with the North line of said Boyer tract, 65 feet to a point on the East line thereof; thence North 1°05' East along the said East line 102 feet to the Northeast corner thereof; thence North 85°57' West 65 feet to the true point of beginning.

TRACT G:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of

the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at the Northwest corner of that certain tract of land conveyed to August Schunk and Minnie Schunk by deed recorded July 20, 1920 in Book 159, page 315, Deed Records of Clackamas County, Oregon; thence South 1° West along the West line of the tract described in said deed 152 feet, more or less, to the Northwest corner of that tract of land conveyed to A.O. Alldrege and wife by deed recorded in Book 107, page 126, Deed Records of Clackamas County, Oregon; thence South 85°57' East 66 feet; thence North 1° East 152 feet, more or less, to the North line of the said Schunk tract; thence North 85°57' West along the North line of said Schunk tract to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 0583167

Ref Parcel Number: 22E32AB01201

Site Address: 1600 Division St., Oregon City 97045

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213 Clackamas County Official Records 2012-003007 Sherry Hall, County Clerk

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INOUIRE ABOUT THE PERSON'S RIGHTS. IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930. AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

					•
STATE OF OREGON)					
County of Multman	SS.			 	
County of The Children		17	. 10	Cl.	11.

Personally appeared before me this bith day of who, being duly sworn, did say that he/she is the of Willamette

Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

Exhibit A

Legal Description of the Property

[See attached.]

Real property in the County of Clackamas, State of Oregon, described as follows:

That portion of the Northwest one-quarter of the Northeast one-quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at the Northeast corner of Block 173, Oregon City; thence Southeasterly along the Southerly line of Sixteenth Street 1220 feet; thence at right angles Southeasterly 200 feet; thence Southeasterly at right angles 100 feet to the true point of beginning; thence continuing Southeasterly 75 feet; thence at right angles Southwesterly 100 feet to Northerly side of Fifteenth Street; thence Northwesterly at right angles along Northerly side of Fifteenth Street 75 feet; thence Northeasterly at right angles 100 feet to the true point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583309

Ref Parcel Number: 22E32AB02500

Site Address: 1807 15th St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk

2012-003009

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax</u> statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INOUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

STATE OF OREGON)			-
Marildan) ss.			
County of Multnimah	_)			
			1	

Personally appeared before me this had a of home and the solution of the home who, being duly sworn, did say that he/she is the hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

NOTARY PUBLIC FOR

Exhibit A

Legal Description of the Property

[See attached.]

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at a point which is 150.00 feet Southerly at right angles from a point on the Southerly line of 16th Street, which is 1220.00 feet Easterly from the Northeast corner of Block 173, in Oregon City; thence running Southerly on said Southerly right angle line 50.00 feet; thence Easterly at right angles 50.00 feet; thence Northerly at right angles 50.00 feet; thence Westerly at right angles 50.00 feet to the place of beginning.

Also: Commencing at the most Easterly corner of Block 173 in Oregon City; thence running Easterly along the Southerly line of 16th Street, 1220 feet; thence Southerly at right angles 200 feet to the true point of beginning; thence continuing Southerly on the said right angle line 100 feet; thence Easterly at right angles 50 feet; thence Northerly at right angles 100 feet; thence Westerly at right angles 50 feet to the place of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583283

Ref Parcel Number: 22E32AB02300

Site Address: 1811 15th St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk 2012-003010

01/24/2012 08:39:38 AM Cnt=1 Stn=7 BARBARASTR

D-D Cnt=1 Stn=7 BA \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax statements shall be sent to:</u>

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

I IIIICU IVANIC.			
Title: CFO			
STATE OF OREGON)		
County of Mulmmah) ss.		
•	pefore me this <u>bth</u> da say that he/she is the	y of human 2012	2, Shelly Handkins of Willamette
Falls Hospital, an Oregon r	•		
behalf of said company, and			
and deed.			· .
GLENDA L F NOTARY PU	OSSUM-SMITH BLIC-OREGON	Glerdy	120 MZ

NOTARY PUBLIC FOR /

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

MY COMMISSION EXPIRES AUGUST 18, 2015

Exhibit A

Legal Description of the Property

[See attached.]

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at a point on the Southerly line of 16th Street, produced, which is 1120 feet Easterly from the Northeast corner of Block 173, OREGON CITY, according to the maps and plats thereof on file in the office of the County Recorder of said County and State; thence running Southerly, at right angles to said 16th Street 150 feet; thence Easterly, at right angles, 100 feet; thence Northerly, at right angles, 150 feet to the 16th Street, produced; thence Westerly, along said 16th Street, 100 feet to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583354

Ref Parcel Number: 22E32AB03100

Site Address: 1714 16th St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk 2012-003012

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax</u> statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010. TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30,930. AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, **OREGON LAWS 2009.**

DATED: Effective as of the date first written above.

OFFICIAL SEAL

GLENDA L FOSSUM-SMITH

NOTARY PUBLIC-OREGON

COMMISSION NO. 461117

MY COMMISSION EXPIRES AUGUST 18, 2015

GRANTOR:

Title:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

Printed Name: Shelly

STATE OF OREGON)
County of Mulmoman) ss.
Personally appeared before me this 6th day of 12012, Shelly through us who, being duly sworn, did say that he/she is the 6th of Willamette
who, being duly sworn, did say that he/she is the Art Willamette
Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on
behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act
and deed.

NOTARY PUBLIC FO

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning on the Easterly extension of the southerly line of 16th Street in Oregon City, 1260 feet Easterly from the most Easterly corner of Block 173, OREGON CITY; thence Southerly, at right angles to 16th Street, 80 feet; thence Easterly, at right angles to the last line, 89 feet to the Westerly line of Division Street; thence Northerly, on said Westerly line, 97 feet to the intersection with the Southerly line of said 16th Street extended Easterly; thence Westerly, along said Southerly line, 31.5 feet to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583336

Ref Parcel Number: 22E32AB02900

Site Address: 1720 16th., Oregon City 97045

st American Title Accommodation Recording Assumes No Liability

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall. County Clerk 201

2012-003015

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax statements shall be sent to:</u>

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, **OREGON LAWS 2009.**

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

Printed Name. Size is the following the foll
Title: CFO 1
STATE OF OREGON)
STATE OF OREGON)
Λ. ((.) SS.
County of Multnamah) ss.
Personally appeared before me this from day of January 2012, Shelly thanking
day of general veloce me tins use and of general velocity 2012, Original property (1)
who, being duly sworn, did say that he/she is the CVD of Willamette
Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on
behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act
and deed

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX 739104 vi

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Lots 3, 4, 5, 6, 8 and 10, CROOKS ADDITION TO THE CITY OF OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon.

Parcel Number: 00583434, 00583443, 00583452, 00583461, 00583487 & 00583504

Ref Parcel Number 22E32AB03900, 22E32AB04000, 22E32AB04100, 22E32AB04200, 22E32AB04400 &

22E32AB04600

Site Address: 1806 15th St., 1808 15th St., 1810 15th St., 1812 15th St., 1405 Division St. & 1903 14th St.,

Oregon City 97045

Clackamas County Official Records Sherry Hall, County Clerk

2015-028371

05/15/2015 08:58:25 AM

Cnt=1 Stn=8 CINDY \$10.00 \$16.00 \$10.00 \$22.00

\$58.00



After recording return and send tax statements to: Providence Health & Services -Oregon 4400 NE Halsey, Bldg 2, Suite 190 Portland, OR 97213

File No.: NCS-728088-OR1 (RR)

Date:

May 11, 2015

STATUTORY WARRANTY DEED

Andre P. Wright, as an Individual, Grantor, conveys and warrants to Providence Health & Services -Oregon, an Oregon non-profit corporation, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

PART OF THE OREGON CITY CLAIM IN SECTION 32, TOWNSHIP 2 SOUTH, RANGE 2 EAST, OF THE WILLAMETTE MERIDIAN, IN THE CITY OF OREGON CITY, COUNTY OF CLACKAMAS AND STATE OF OREGON, DESCRIBED AS:

BEGINNING IN THE EXTENSION OF THE SOUTHERLY LINE OF 16TH STREET OF OREGON CITY, 1280 FEET EASTERLY FROM THE NORTHEAST CORNER OF BLOCK 173 IN SAID CITY; THENCE AT RIGHT ANGLES SOUTHERLY 150 FEET; THENCE AT RIGHT ANGLES WESTERLY 50 FEET; THENCE NORTHERLY AT RIGHT ANGLES 150 FEET TO THE SOUTHERLY LINE OF 16TH

STREET;

THENCE EASTERLY AT RIGHT ANGLES 50 FEET TO THE PLACE OF BEGINNING, BEING THE WEST 50 FEET OF THAT TRACT OF LAND DESCRIBED IN A CERTAIN DEED FROM JOHN W. LODER, ET UX, RECORDED IN BOOK 150, PAGE 0567, DEED RECORDS.

THE LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 01, 2008.

Subject to: Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is \$255,000.00. (Here comply with requirements of ORS 93.030)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

C	ated	this	12	day	of	Мау,	2015.

Andre P. Wright

STATE OF Oregon

)ss.

County of Mi

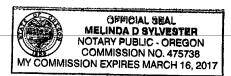
Multnomah

This instrument was acknowledged before me on this $\perp \underline{\bigcup}$ day of May, 2015 by Andre P. Wright

Name: MolindAD Squestee

Notary Public for Oregon

My commission expires: 2-16-2017





Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address : *no Site Address*

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AA00400 T: 02S R: 02E S: 32 Q: NE QQ: NE

Parcel Number : 00583023

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type

: *unknown Improvement Code*

Subdivision/Plat

Neighborhood Code : Area 03 Commercial Oregon City

Land Use Legal

Garage SF

: 200 Vacant.Commercial Land : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AA TAX LOT 00400

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$331,674

Mkt Structure

Mkt Total : \$331,674

%Improved

M50AssdTotal: \$232,800 Mill Rate : 18.1800 Levy Code : 062002

14-15 Taxes

Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Lot Acres : 1.32 Bathrooms UpperFinSqFt Lot SqFt Full Baths : 57,604 Finished SqFt Year Built : Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin:

Bsmt Unfin SqFt

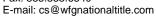
Bsmt Total SqFt

Owner(s) :Providence Health & Services	Date :	Doc#	Price :	Deed :
:	:		:	:
:	:		:	:
:	:		:	:
<u>:</u>	:		:	:
•	•			•



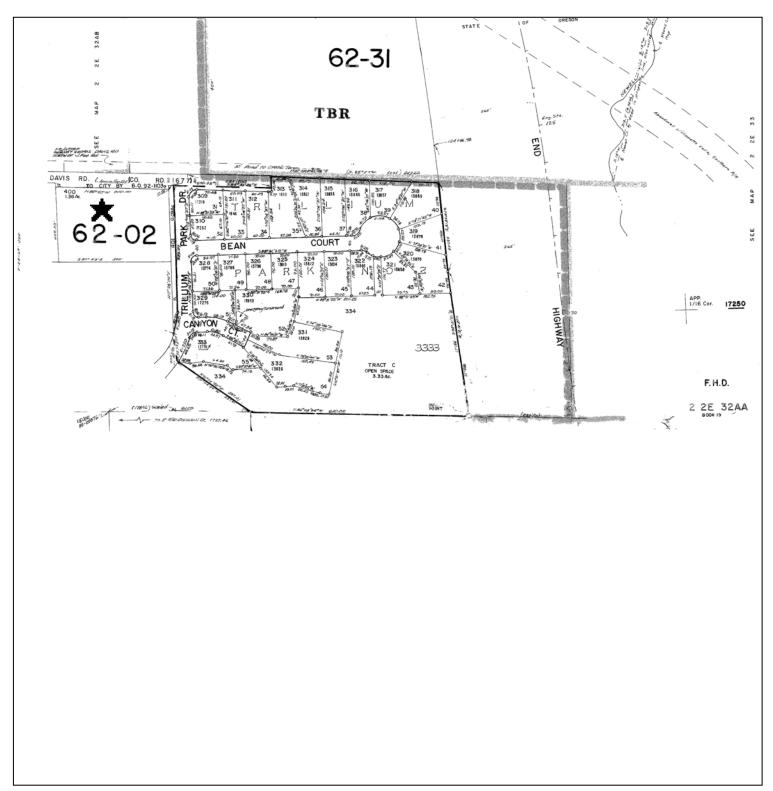
WFG National Title Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223 Phone: 503.603.1700

Fax: 888.833.6840





Parcel #: 00583023 / 22E32AA00400



Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213 Clackamas County Official Records
Sherry Hall, County Clerk
2012-003005

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00 \$62.00 \$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax</u> statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX 739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

Title:	CFO '	

STATE OF OREGON) ss.

County of Mil Inline ()

Personally appeared before me this the day of the who, being duly sworn, did say that he/she is the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

NOTARY PUBLIC FOR

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher D.L.C. in the Northeast one-quarter of Section 32, Township 2 South, Range 2 East, of the Willamette Meridian, in the CITY OF OREGON CITY, in Clackamas County, Oregon, described as follows:

Beginning at a granite stone 18" x 32" x 10", marked "A" and set in the West line of the said Fisher D.L.C., 23.15 chains North 0°38' East from the Southwest corner thereof, said point also being the Southwest corner of a tract of land conveyed to Doctors Hospital Association, Inc., by Deed recorded in Book 534, Page 590, Clackamas County Deed Records; thence South 87°53' East along the South line of said tract, 950 feet to the Southeast corner thereof and the true point of beginning of the tract herein to be described; thence continuing South 87°53' East along an Easterly extension of the South line of said Doctors Hospital Association, Inc. tract, 51 feet to a point; thence North 0°38' East parallel with the East line of said Doctors Hospital Association, Inc. tract and the Northerly extension thereof, 609.03 feet to a point in the south line of Davis Road; thence North 85°51' West along the South line of Davis Road to the Northeast corner of a tract of land conveyed to Hospital Convalescent and Nursing Manor, Inc. by Deed recorded in Book 660, Page 789, Clackamas County Deed Records; thence South along the East line of said tract, 209.03 feet to a point in the North line of the said Doctors Hospital Association, Inc. tract; thence South 87°53' East along said North line 300 feet to the Northeast corner thereof; thence South 00 38' West along the East line of said Doctors Hospital Association, Inc. tract, 400 feet to the true point of beginning.

EXCEPTING THEREFROM that portion conveyed to Rivergate Development Company, an Oregon corporation by Warranty Deed recorded December 12, 1996 as Fee No. 96-091470.

ALSO EXCEPTING THEREFROM that property conveyed to the City of Oregon City by Deed recorded February 13, 2002 as Fee No. 2002-014847 in the records of Clackamas County, Oregon.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583023 & 01644386

Ref Parcel Number: 22E32AA00400 & 22E32AA00401

Site Address: No Site Address



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address : *no Site Address*

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AC00101 T: 02S R: 02E S: 32 Q: NE QQ: SW

Parcel Number : 00583577

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type : *unknown Improvement Code*

Subdivision/Plat : Brooks Add

Neighborhood Code : Area 03 Commercial Oregon City Land Use : 200 Vacant.Commercial Land

Legal : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AC TAX LOT 00101

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$99,546

Mkt Structure

Mkt Total : \$99,546

%Improved

M50AssdTotal: \$94,891 Mill Rate : 18.1800 Levy Code : 062002

14-15 Taxes

Millage Rate : 18.1800

Exterior Fin:

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : .88 UpperFinSqFt Lot SqFt Full Baths : 38,410 Finished SqFt Year Built : Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape:

Stories Bsmt Fin SaFt Garage SF Bsmt Unfin SqFt

Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	•		:	
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Trillium Pk Est Hmwnr Assn

CoOwner :

Site Address : *no Site Address*

Mail Address : PO Boy 464 Organ City O

Mail Address : PO Box 464 Oregon City Or 97045

Ref Parcel Number: 22E32AC07200 T: 02S R: 02E S: 32 Q: NE QQ: SW

Parcel Number : 01833378

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Garage SF

Census Tract : 224.00 Block: 1

Improvement Type : *unknown Improvement Code*

Subdivision/Plat : Trillium Park 03

Neighborhood Code : Oregon City Newer Subdivisions Land Use : 100 Vacant, Residential Land

Legal : 3458 TRILLIUM PARK #3 TR F OPEN

: SPACE COMMON AREA

ASSESSMENT AND TAX INFORMATION

Mkt Land : Mkt Structure : Mkt Total :

%Improved

M50AssdTotal:

Mill Rate : 18.1800 Levy Code : 062002

14-15 Taxes

Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : .08 UpperFinSqFt Lot SqFt Full Baths : 3,537 Finished SqFt Year Built : Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin:

Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:	:		:	:
:	:		:	:
:	•		•	:
:	:			:
•	:			
•	•		•	•
:	:		:	:



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

: 224.00

CoOwner

Site Address

: 1404 Division St Oregon City 97045

Mail Address

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AC00201 T: 02S R: 02E S: 32 Q: NE QQ: SW

Parcel Number : 01324258

County : Clackamas (OR)

PROPERTY DESCRIPTION

: 470 Medical Buildings

Map Page & Grid

Census Tract

Improvement Type

Subdivision/Plat

Neighborhood Code

Land Use Legal

: Area 03 Commercial Oregon City

Block: 1

: 201 Com.Commercial Land.Improved

: SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AC TAX LOT 00201

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$353,978 Mkt Structure : \$4,842,410

Mkt Total : \$5,196,388

%Improved : 93

M50AssdTotal: \$4,947,249 Mill Rate : 18.1800 Levy Code : 062002

14-15 Taxes

Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms BldgLivingSqFt BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : 1.16 UpperFinSqFt Lot SqFt Full Baths : 50,688 Year Built : 1975 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin: Garage SF

Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
	:		:	:
:	:		:	:
•	:		:	:
•				
•	:			

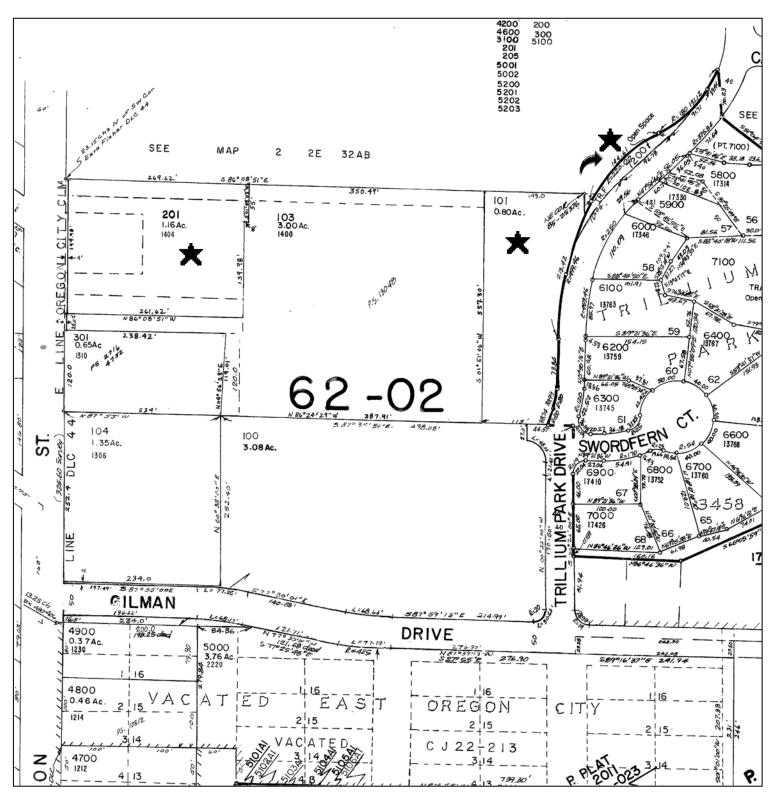


WFG National Title Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223 Phone: 503.603.1700

Fax: 888.833.6840 E-mail: cs@wfgnationaltitle.com



Parcel #: 01324258 / 22E32AC00201



· ...

for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto Trillium Park Estates Homeowner's Association, Inc., an Oregon corporation

hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County Clackamas , State of Oregon, described as follows, to-wit:

Tract "E" being an open space tract shown on the The Trillium Park plat #3458 as Lot $\underline{\gamma_{loo}}$ and consisting of approximately 1.33 acres.

Tract "B" being an open space tract shown on The Trillium Park plat #3239 as Lot 134 and consisting of approximately 1/10th of an acre.

Tract "F" being an open space tract shown on The Trillium Park No. 3 plat #3458 as Lot 72.00 and consisting of approximately .077 of an acre.

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever. The true and actual consideration paid for this transfer, stated in terms of dollars, is \$ _____none OHOWEVER, the actual consideration consists of or includes other property or value given or promised which is the whole consideration (indicate which). (The sentence between the symbols 0, it not applicable, should be deleted. See ORS 93.030.) in construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals. In Witness Whereof, the grantor has executed this instrument this 16thday of November if a corporate grantor, it has caused its name to be signed and its seal affixed by an officer or other person duly authorized to do so by order of its board of directors. RIVERGATE DEVELOPMENT COMPANY THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT. THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES. AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30,930. a STATE OF OREGON, County of .. Multnomah This instrument was acknowledged before me on This instrument was acknowledged before me onJames H. Bean President. Rivergate Development Company OFFICIAL SEAL LINDA R. CLANTON
NOTARY PUBLIC - OREGON
COMMISSION NO.042881
MY COMMISSION EXPIRES APR. 09, 1999 Clanton Notary Public for Oregon o4-o9-99

RECORDER'S USE

Rivergate Development Company 13803 Canyon Court Oregon City, OR 97045
Granter's Name and Address Trillium Park Estates HOA, In 13803 Canyon Court Oregon City, OR 97045 Grantes's Name and A After recording return to (Name, Address, Zip): James H. Bean 13803 Canyon Court Oregon City, OR 97045 Until requested atherwise send all tax statements to (Name, Add Trillium Park Estates HOA, Inc. 13803 Canyon Court Oregon City, OR 97045

My commission expires ...

STATE OF OREGON,

I certify that the within instru-

was received for record on the day of

ato'clock . SPACE RESERVED

in book/reel/volum 98-119898 Or as rec/1110/11NILL ment/microfilm/reception No.....,

STATE OF OREGON 98-119898

Received and placed in the public records of Clackamas County

RECEIPT# AND FEE: 84458 \$36.00 DATE AND TIME: 12/16/98 01:19 P JOHN KAUFFMAN, COUNTY CLERK 01:19 PM Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax</u> statements shall be sent to:

Same as above.

Clackamas County Official Records Sherry Hall, County Clerk

2012-002879

01/23/2012 02:37:59 PM

D-D Cnt=1 Stn=6 KARLYNWUN \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930. AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

By: Shelly M. Handkins
Title: CFO

STATE OF OREGON) ss.
County of MU (In) mul)

Personally appeared before me this day of www, 2012, which who, being duly sworn, did say that he/she is the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

NOTARY PUBLIC FOR

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

A tract of land in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, being a portion of the Ezra Fisher Donation Land Claim No. 44, more particularly described as follows:

Commencing at the 5/8 inch diameter iron rod on the West line of said claim that is North 01°49'03" East a distance of 1538.75 feet, more or less, from the Southwest corner of said claim, said iron rod also coincident with the East right-of-way of Division Street and marking the Southwest corner of that tract conveyed by deed to Doctors Hospital Association, recorded December 27, 1957 as Book 534, page 590, Clackamas County Records, and the true point of beginning; thence coincident with the South boundary of said Doctors Hospital Association tract South 86°08'51" East a distance of 269.62 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner Ross & Sporseen"; thence South 01°49'03" West a distance of 55.00 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen": thence North 86°08'51" West a distance of 8.00 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen"; thence South 01°49'03" East a distance of 139,98 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen"; thence North 86°08'51" West a distance of 261.62 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen" on the line that is the West line of Claim No. 44 and the East right-of-way of Division Street; thence North 01°49'03" East a distance of 194.98 feet along the line that is the West line of Claim No. 44 and the East right-of-way of Division Street to an iron rod, said iron rod being the true point of beginning.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded October 24, 2007 as Fee No. 2007-091354.

The legal description was created prior to January 01, 2008.

Parcel Number: 01324258

Ref Parcel Number 22E32AC00201

Site Address: 1404 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records 2012-003011 Sherry Hall, County Clerk

01/24/2012 08:39:38 AM

Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES - OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

Page 1 of 3 - QUIT CLAIM DEED FOR MERGER DCAPDX 739104 v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855. OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

Title
STATE OF OREGON)
) ss.
County of Multingmah) ss.
Personally appeared before me this the day of the day of the who, being duly sworn, did say that he/she is the of Willamette
who hains duly swarn did say that ha/sha is the
who, being duty sworn, did say that he/she is the
Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on
behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act
and deed.
OFFICIAL SEAL SEAL OFFICIAL SEAL OFFICIAL SEAL OFFICIAL SEAL OFFICIAL SEAL OFFICIAL SEAL OFFICIAL SE
GI ENDA I EOSCIM SMITH

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

NOTARY PUBLIC-OREGON COMMISSION NO. 461117 MY COMMISSION EXPIRES AUGUST 18, 2015

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

A tract of land in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, being a portion of the Ezra Fisher Donation Land Claim No. 44, described as follows:

Beginning at a granite stone, 18" x 12" x 10" marked "A", in the West line of said Claim, North 0°38' East 23.15 chains, more or less, from the Southwest corner of said Claim, said stone marks the Southwest corner of that tract conveyed to Doctors Hospital Association, Inc., recorded December 27, 2957 in Book 534, page 590, Deed Records; thence South 0°38' West along said claim line 340.00 feet to the Northwest corner of that tract of land conveyed to Mountain View Health Care Facilities, Inc., recorded December 6, 1974 as Fee No. 74-34104, Film Records; thence South 87°37' East 620 feet to the Southeast corner of that tract of land conveyed to Virgil E. Cumbo, et al, recorded May 17, 1974 as Fee No. 74-13171, Film Records and the true point of beginning of the tract herein to be described; thence North 0°38' East along the East line of said Cumbo tract 340.00 feet to the Southerly line of said Doctors Hospital Association, Inc., tract; thence South 87°37' East along the Southerly line of said Doctors Hospital tract 149.00 feet, more or less, to the Northeast corner of that tract of land conveyed to Mountain View Health Care Facilities, Inc., recorded May 15, 1973 as Fee No. 73-15022, Film Records; thence South along the Easterly boundary thereof 340 feet (345.00 feet by Deed) to the most Easterly Southeast corner thereof; thence North 87°37' West along said tract 34.00 feet to the Northeast corner of that tract conveyed to Hilltop Investors L.P., a Washington Limited Partnership by Deed recorded October 31, 1994, as Fee No. 94-86166, Clackamas County Records; thence North 87°35'51" West along the North line thereof 115 feet to the true point of beginning.

EXCEPTING THEREFROM that portion platted as TRILLIUM PARK III, being that portion lying Easterly of the Westerly boundary of Trillium Park Drive.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583577

Ref Parcel Number 22E32AC00101 Site Address: No Site Address

REPLINGER & ASSOCIATES LLC

TRANSPORTATION ENGINEERING

October 19, 2015

Ms. Laura Terway City of Oregon City PO Box 3040 Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION IMPACT ANALYSIS – PROVIDENCE WILLAMETTE FALLS MEDICAL CENTER – CP15-02 & ZC15-04

Dear Ms. Terway:

In response to your request, I have reviewed the materials submitted in support of the proposed comprehensive plan amendment and zone change associated with the revision of the master plan for the Providence Willamette Falls Medical Center. The relevant materials included the project narrative and the Transportation Impact Analysis (TIA). The TIA is dated July 23, 2015 and was prepared under the direction of Julia Kuhn, PE of Kittelson & Associates, Inc.

The proposed comprehensive plan amendment and zone change involves two parcels on the south side of 16th Street west of Division Street. The parcels are currently occupied by single-family residences. The comprehensive plan amendment and zone change would involve changing them to Mixed Use Employment (MUE). The likely development scenario would be for the property being rezoned to serve as parking facilities for the nearby medical facilities. The worst case analysis for the zone change assumed the site would be developed as a 6,000 square foot medical office building. A specific development is not proposed at this time.

The TIA provides a basis upon which the zone change can be evaluated for transportation impacts.

Comments

- Study Area. The study addresses the appropriate intersection. The engineer evaluated traffic patterns and traffic volumes and evaluated one location: 15th Street and Division Street. The study area is appropriate.
- **2.** *Traffic Counts.* The traffic counts were conducted in June 2015 at the intersection of 15th Street and Division Street. Traffic counts were conducted during the AM and PM peak periods. The base year traffic volumes appear reasonable.
- 3. Trip Generation. The TIA presents information on trip generation from the construction of a 6,000 square foot medical office building in comparison to residential use of the site. The trip generation rates were taken from the Institute of Transportation Engineers' Trip Generation Manual. A medical office building is predicted to produce 14 AM peak hour trips; 21 PM peak hour trips; and 216 total weekday trips.

- **4.** *Trip Distribution.* The engineer's trip distribution shows 37 percent of the traffic going to and from the west on 16th Street; 33 percent to and from the north on Division Street; and 30 percent to and from the south on Division Street. The trip distribution seems reasonable.
- 5. Traffic Growth. To account for background traffic growth, the traffic counts were adjusted by 0.5 percent per year through 2035 plus the increase in traffic from the build-out of the medical center as identified in the adopted master plan. The traffic growth assumptions and methodology appear reasonable.
- **6. Analysis.** Traffic volumes were calculated for the intersection of 15th Street and Division Street. The level of service (LOS) and delay calculations were provided to assess operations relative to the city's operational standard. The analysis was undertaken for the AM and PM peak hours and included year 2015 existing conditions and 2035 total traffic conditions.

According to the engineer, the intersection of 15th Street and Division Street is predicted to operate at LOS "A" during the AM peak hour and the PM peak hour under both existing conditions and year 2035 conditions. The performance of this intersection is predicted to meet city standards during the peak hours.

The engineer concluded no mitigation measures were necessary. I concur with her conclusions.

- 7. Turn Lanes at Site Entrance(s). The TIA did not address operations as site entrances since there is not a current development proposal. Site access should be reviewed in connection with a specific development plan.
- **8. Crash Information.** Because this proposal was not based on a specific development proposal, the TIA did not provide crash information. Crash information should be reviewed in a subsequent development proposal.
- **9.** Pedestrian and Bicycle Facilities. The TIA summarizes the presence of bicycle, pedestrian and transit facilities in the vicinity. In connection with a specific development proposal the site frontage should be reviewed for appropriate features.
- 10. Site Plan and Access. The proposal does not address site access. Site access should be addressed with a specific development plan.
- **11. Intersection Spacing.** No new intersections are created by this proposal. The issue need not be addressed.
- **12. Sight Distance.** The proposal does not involve a specific development. Sight distance at the access points should be reviewed in connection with a specific development proposal.

- **13. Consistency with the Transportation System Plan (TSP).** Frontage improvements should be reviewed in connection with a specific development proposal.
- 14. Transportation Planning Rule (TPR) Analysis. Because the applicant is proposing to rezone the property from residential to MUE, a TPR analysis is also included. The engineer provided an analysis of the trip generation under the proposed zoning and concluded the impact was negligible. During the AM peak hour, a medical office building would generate 12 additional trips due to the proposed rezoning. During the PM peak hour, a medical office building would generate 18 additional trips due to the proposed rezoning. The engineer states that the proposal does not change the functional classification of any existing or planned transportation facility; does not alter the standards for implementing the functional classification system; and does not alter the level of travel or degrade the performance of the transportation system such that it would not meet applicable performance standards. I concur.
- **15. Conclusions and Recommendations.** The engineer concludes that traffic operations would be adequate at the analyzed intersection. She concludes no mitigation is needed for traffic operations. I concur with the conclusions of the applicant's engineer.

Conclusion and Recommendations

I find that the TIA provides an adequate basis upon which to assess the impacts of the proposed rezoning. The impact of the rezoning is minor and the proposal does not have a significant impact as described in the Transportation Planning Rule. When a specific development proposal is presented, a few items not dealt with in this analysis will need to be addressed in a supplement or a new TIA.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,

John Replinger, PE

Principal

Oregon City\2015\CP15-02 ZC15-05

From: Wes Rogers
To: Laura Terway

Subject: RE: Land Use Review: ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan & CP 15-02:

Master Plan Amendment

Date: Monday, September 14, 2015 11:37:05 AM

no direct issues here.

.wes

Wes Rogers, Director of Operations Oregon City School District PO Box 2110 Oregon City, OR 97045 503-785-8423

wes.rogers@orecity.k12.or.us

From: Laura Terway [Iterway@ci.oregon-city.or.us] Sent: Monday, September 14, 2015 11:33 AM

Subject: Land Use Review: ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan

& CP 15-02: Master Plan Amendment

Good Morning,

Please review the proposed development posted <u>here</u> and provide your comments by **October 9**th.

COMMENTS DUE BY: 3:30 PM, October 9, 2015

HEARING DATE: November 9, 2015

HEARING BODY: ___Staff Review; __XX__PC; ___CC

FILE # & TYPE: ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan & CP

15-02: Master Plan Amendment

PLANNER: Laura Terway, AICP, Planner (503) 496-1553

APPLICANT: Providence Willamette Falls Medical Center, Russell Reinhard REPRESENTATIVE: Harper Houf Peterson Righellis Inc., Stefanie Slyman, AICP

REQUEST: Providence Willamette Falls Medical Center (PWF) is seeking amend a previously

approved Master Plan and change the Oregon City Comprehensive Plan and Zoning Map for two properties from Low Density Residential/"R-6" Single-family Dwelling District to Mixed Use Employment/"MUE" Mixed Use Employment

District.

LOCATION: 1500 Division Street, Oregon City, Oregon 97045,

Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-

32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200

PA RERERANCE: PA 15-03, 5/13/2015

Laura Terway, AICP

Planner

Planning DivisionCity of Oregon City

PO Box 3040

221 Molalla Avenue, Suite 200



Oregon City, Oregon 97045 Direct - 503.496.1553 Planning Division - 503.722.3789 Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: Facebook! | Twitter

Think $\ensuremath{\mathbf{GREEN}}$ before you print.

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday. PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Alex Bursheim

To: Stefanie Slyman; Laura Terway; Josh Kolberg
Subject: Re: Providence Willamette Falls Zone Change
Date: Wednesday, October 21, 2015 12:22:53 PM

Thank you for letting us know.

Alex Bursheim

Early Head Start Family Coach Clackamas County Children's Commission 109 2nd Street Canby, OR 971 295 7041

From: Stefanie Slyman <stefanies@hhpr.com> Sent: Wednesday, October 21, 2015 11:14 AM

To: Laura Terway; Josh Kolberg

Cc: Alex Bursheim

Subject: RE: Providence Willamette Falls Zone Change

Hi Laura – Josh and I are not directly involved with responding to this tenant concern, but I do know that Providence is working on getting the tenant the information they need.

Thanks -

Stefanie



Stefanie Slyman, AICP | Senior Planner | Public Involvement Lead



HARPER HOUF PETERSON RIGHELLIS INC.

ENGINEERS :: PLANNERS :: LANDSCAPE ARCHITECTS :: SURVEYORS 205 SE Spokane Street, Suite 200 | Portland, Oregon | 97202 p: (503) 221-1131 | f: (503) 221-1171 | stefanies@hhpr.com

HHPR.com

From: Laura Terway [mailto:lterway@ci.oregon-city.or.us]

Sent: Wednesday, October 21, 2015 11:10 AM

To: Josh Kolberg <josh@pkaarchitects.com>; Stefanie Slyman <stefanies@hhpr.com>

Cc: Alex Bursheim <AlexB@cccchs.org>

Subject: RE: Providence Willamette Falls Zone Change

Josh and Stefanie,

I spoke with Alex a minute ago and she has not yet heard from you or the hospital. I have copied her on this email so you may contact her directly. Thank you



Laura Terway, AICP

Planner

Planning Division

City of Oregon City PO Box 3040 221 Molalla Avenue, Suite 200 Oregon City, Oregon 97045 Direct - 503.496.1553

Planning Division - 503.722.3789

Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: Facebook! Twitter

Think **GREEN** before you print.

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday. PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Alex Bursheim [mailto:AlexB@cccchs.org]

Sent: Thursday, October 15, 2015 1:06 PM

To: Laura Terway

Cc: Stefanie Slyman; Josh Kolberg

Subject: Re: Providence Willamette Falls Zone Change

Laura,

Thank you for the quick reply. It would be helpful if the applicants could provide me with a timeline. When I read the application, it seems like there is nothing planned at this time for that property, but possible use of the properties could take place before 2021? Am I right about that? Also how likely is it that those properties be changed into a parking lot within the next ten years?

Thank you,
Alex Bursheim
Early Head Start Family Coach
Clackamas County Children's Commission
109 2nd Street Canby, OR
971 295 7041

From: Laura Terway < lterway@ci.oregon-city.or.us>

Sent: Thursday, October 15, 2015 12:46 PM

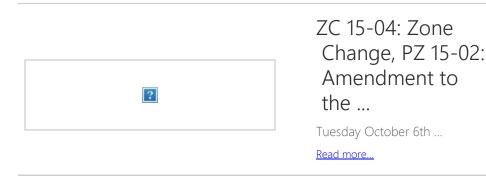
To: Alex Bursheim

Cc: Stefanie Slyman; Josh Kolberg

Subject: RE: Providence Willamette Falls Zone Change

Alex,

Thank you for your email. The property located at 1810 15th street is included in the development application. The complete application may be found online <u>here</u> with a general timeline for the implementation of the Master Plan. I have copied the applicant on this email response so you may contact them directly for a more specific timeline. Please feel free to contact me with any additional questions or concerns.





Laura Terway, AICP Planner Planning Division

City of Oregon City
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Direct - 503.496.1553
Planning Division - 503.722.3789

Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: Facebook! | Twitter

Think **GREEN** before you print.

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday. PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Alex Bursheim [mailto:AlexB@cccchs.org]
Sent: Thursday, October 15, 2015 12:33 PM

To: Laura Terway

Subject: Providence Willamette Falls Zone Change

Hello Laura,

My name is Alex and I am a family coach for Clackamas County Early Head Start, and I was

hoping that you could give me some details about the Providence Willamette Falls proposed changing of the Master Plan in the area around the hospital. I have a family on my case load that lives at 1810 15th St. Oregon City, OR 97045, and they are wondering if they are in danger of losing their home because of this plan change. Also, is there a timeline for construction if the plan goes through? They intend to be at the City Council meeting, but would also like as much information as possible before hand, so that if they need to start planning a move they can do so with ample time. The family includes a recently single Mother and four young children, along with family pets, so a time frame for the project is crucial for their well-being. If you can not provide me with this information, I would greatly appreciate it if you could point me in the right direction.

Thank you,
Alex Bursheim
Early Head Start Family Coach
Clackamas County Children's Commission
109 2nd Street Canby, OR
971 295 7041

From: <u>Tiffany</u>
To: <u>Laura Terway</u>

Subject: Public Comment on ZC 15-04: Zone Change Date: Wednesday, October 28, 2015 10:23:58 AM

City of Oregon City - Planning Division Attn: Laura Terway 221 Molalla Ave, Ste. 200 Oregon City, OR 97045

Re: FILE NUMBER: ZC 15-04: Zone Change

Dear Laura,

Thank you for accepting electronic version of public comments. This is such a helpful way for us to participate!

I wanted to voice my support for the proposed zoning changes near Providence Willamette Falls Hospital campus. As a home owner just blocks from this site, I am sincerely pleased to see this proposal. While I understand that this fundamentally transforms this part of the neighborhood, I see much more positive impacts than potential drawbacks. The improvements to the area really are needed including sidewalks where there currently are not (I am a runner and really appreciate the safety sidewalks provide), expanded traffic controls and visibility, as well as lighting for safety.

Our neighborhood grew up around the hospital, really putting many constraints on their ability to meet the needs of the community. It is high time we answer their call for support. My husband and I wish to throw our voice of support behind their request.

We purchased our property on Division Street in 2004. Since that time, we have been hopeful to see investment in the hospital campus to expand it's offerings and provide a hub of healthcare that would draw in economic impacts for our community. I am hopeful that this step of expansion may allow for a community of businesses and services to surround the hospital, supporting families who are there. This may be a pie in the sky vision but wouldn't it be wonderful for kids to learn to ride their bike in the safety of an empty parking lot on weekends? A coffee shop/cafe in one of the great houses to serve families waiting for a new arrival or a destination to walk to, a gathering place as a resident in the area? Someone with a great business acumen could really make this a warm and inviting extension of our community!

Full disclosure here, we have purchased a second home in the Park Place neighborhood and currently reside there. We have another family living at the property on Division Street as their forever home.

Would you please include us when the decision has been made? Our email address is gill0488@yahoo.com and our mailing address: 15981 Leo Court, Oregon City, OR 97045. Thank you!

Sincerely, Craig and Tiffany Gillespie 503-722-1539



DEVELOPMENT SERVICES MANAGER

□ CITY ENGINEER/PUBLIC WORKS DIRECTOR

PUBLIC WORKS- OPERATIONS

IN-HOUSE DISTRIBUTION

D BUILDING OFFICIAL

Community Development – Planning

221 Molalfa Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

LAND USE APPLICATION TRANSMITTAL

MAIL-OUT DISTRIBUTION

□ N.A. CHAIR

□ CITIZEN INVOLVEMENT COUNCIL (CIC)

□ NEIGHBORHOOD ASSOCIATION ___

□ N.A. LAND USE CHAIR

September 14, 2015

□ TECHNICAL	TECHNICAL SERVICES (GIS)		CLACKAMAS COL	NTY TRANSP. & PLANNING		
□ PARKS MAI	PARKS MANAGER		CLACKAMAS FIRE DISTRICT #1			
☐ ADDRESSIN	NG		ODOT - Division	Review		
POLICE			OREGON CITY SC	HOOL DISTRICT		
TRAFFIC ENGIN	IEER	QQ"	TRI-MET			
REPLINGER	AND ASSOCIATES		METRO			
1101 2110 2111110 10000111100		OREGON CITY POSTMASTER				
Mailed Notice to County CPO's			DLCD			
	New Era-Leland / Holcomb-Outlook/Beavercreek		CITY ATTORNEY			
Mailed Notice	incir zia zeiana / Horooma obtion, boardia con	_	OTHER:			
☐ Within 300	y ~					
U WICHIII 300	,					
COMMENTS DUE	BY: 3:30 PM, October 9, 201	5				
HEARING DATE:	November 9, 2015	75.				
HEARING BODY:	Staff Review;XX_	PC.	CC			
FILE # & TYPE:	ZC 15-04: Zone Change, PZ 15-02: Amend			cive Plan & CD 15-02: Master Plan		
FILE # OL ITFE.	Amendment	illent t	o the comprehen	Sive Figil & CF 13-02. Waster Figil		
DI ANNED.		-				
PLANNER:	Laura Terway, AICP, Planner (503) 496-155		n n n n n n n n n n n n n n n n n n n			
APPLICANT: Providence Willamette Falls Medical Center						
REPRESENTATIVE	THE CONTROL OF THE PROPERTY OF					
REQUEST:		95	- 5	nd a previously approved Master Plan and		
	change the Oregon City Comprehensive I	Plan and	d Zoning Map for	two properties from Low Density		
	Residential/"R-6" Single-family Dwelling	District	to Mixed Use Em	ployment/"MUE" Mixed Use Employment		
	District.					
LOCATION:	1500 Division Street, Oregon City, Oregon	n 97045	5.			
				200, 2300, 2400, 2500, 2800, 2900, 3000,		
	and the same of th			Lot 400, Clackamas County 2-2E-32AC, Tax		
	Lots 101, 201, 7200	Count	y 2-21-32AA, 16A	EUL 400, Clackallias County 2-26 32AC, Tax		
	an and analy strategic for the control of the contr					
PA RERERANCE:	PA 15-03, 5/13/2015					
-1:		اب السياد	# - 1 - 1			
CHECKS KYCHOLY - CHARLE WICKSTYLYCH WANGACHURWAYAN	material is referred to you for your information, study	Carlo Contraction Contraction		reasons and the constitution of the constituti		
	artment. Your recommendations and suggestions wi					
	your comments considered and incorporated into the					
the processing of	f this application and ensure prompt consideration of	your re	commendations.	Please check the appropriate spaces below.		
V						
	The proposal does not conflict with our interests.		1	The proposal conflicts with our interests		
				for the reasons stated below.		
	The proposal would not conflict our interests if			The following items are missing and are		
#	the changes noted below are included.			needed for review:		
	a n		100			
	Signed Stant	1	Connell			
	Signed					



Community Development - Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

TITLE PLANNER II, TRIMET

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



Community Development - Building

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880 | Inspection (503) 496-1551

Building Division

Date: September 15, 2015

Planning Reference: ZC 15-04

Address: 1500 Division St

Map Number: 2-2E-32AB

Tax Lot: 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000,

3100, 3900, 4000, 4100, 4200,

Project Name: Willamette Falls Hospital

Date Needed: October 9, 2015

Reviewer: Mike Roberts – Building Official

GENERAL COMMENTS

1. Any construction documents for the above referenced project shall be reviewed for conformance with the current Oregon Specialty Codes as adopted by the State of Oregon and administered by the City of Oregon City when submitted for permit applications.

Current Oregon Specialty Codes

Oregon Structural Specialty Code (OSSC) 2014 Oregon Energy Efficiency Code (OEEC) 2014

Oregon Fire Code (OFC) 2014

Oregon Mechanical Specialty Code (OMSC) 2014 Oregon Plumbing Specialty Code (OPSC) 2014 Oregon Electrical Specialty Code (OESC) 2014



Community Development - Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

TYPE III LAND USE RECOMMENDATION

Staff Report and Decision

February 20, 2012

FILE NO.: CP 11-01: Master Plan

DP 11-03: Detailed Development Plan

NR 11-05: Natural Resource Overlay Exemption

LL 11-07: Lot Line Adjustment

APPLICATION TYPE: Type III

APPLICANT/ Providence Willamette Falls Medical Center

OWNER: C/o Russell Reinhard 1500 Division Street

Oregon City, Oregon 97045

REPRESENTATIVE: Peterson Kolberg & Associates

C/o Steve Kolberg

6969 SW Hampton Street Portland, Oregon 97223

REQUEST: The applicant submitted a Concept (General) Development Plan, Detailed

Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital

over the next 10 years and construct a parking lot.

LOCATION: 1500 Division Street, Oregon City, OR 97045

Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400,

2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600

Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201

ZONING: "MUE" Mixed Use Employment District

REVIEWERS: Laura Terway, AICP, Planner

Bob Cullison, EIT, Development Services Manager

RECOMMENDATION: Planning Commission Approval with Conditions.

PROCESS:Type III decisions involve the greatest amount of discretion and evaluation of subjective approval standards, yet are not required to be heard by the City Commission, except upon appeal. Applications evaluated through this process include conditional use permits and Master Plans for which discretion is provided. In the event that any decision is not classified, it shall be treated as a Type

III decision. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and the planning commission is published and mailed to the applicant, recognized neighborhood association and property owners within three hundred feet. Notice must be issued at least twenty days pre-hearing, and the staff report must be available at least seven days pre-hearing. At the evidentiary hearing held before the planning commission all issues are addressed. The decision of the planning commission is appealable to the city commission, on the record. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to 17.50.290(c) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal. The city commission decision on appeal from the planning commission is the city's final decision and is appealable to LUBA within twenty-one days of when it becomes final.

A city-recognized neighborhood association requesting an appeal fee waiver pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.

DECISION CRITERIA:

The development proposal will be analyzed for compliance with the following Chapters of the Oregon City Municipal Code:

Streets, Sidewalks and Public Places in Chapter 12.04,

Public and Street Trees in Chapter 12.08,

Property Line Adjustments and Abandonment Process and Standards in Chapter 16.20,

"MUE" Mixed Use Employment District in Chapter 17.31,

Tree Protection Standards in Chapter 17.41,

Geologic Hazards in Chapter 17.44,

Natural Resource Overlay District in Chapter 17.49,

Administration and Procedures are set forth in Chapter 17.50,

Off-Street Parking and Loading in Chapter 17.52,

Supplemental Zoning Regulations and Exception in Chapter 17.54,

Site Plan and Design Review in Chapter 17.62 and

Master Plans in Chapter 17.65.

CONCEPT (GENERAL) DEVELOPMENT PLAN:

The proposed Concept (General/Master) Development Plan identifies the layout, maximum intensity, phasing and public improvements associated with the Providence Willamette Falls Medical Center over a 10 year period. Approval of the General (Concept) Plan is followed by a series of Detailed Development Plan applications with refined building details including building design, landscaping, etc. which comply with the Oregon City Municipal Code and the approved Concept (General) Plan.

EXISTING USE:

The property located at 1500 Division Street is utilized as Providence Willamette Falls (PWF) Medical Center and contains numerous medical related facilities within a hospital campus (Exhibits 1 and 2). Since 1954, PWF has provided a full service medical center including emergency medicine, labor and delivery, surgical services, inpatient treatment, as well as many other inpatient and outpatient services to Oregon City and Clackamas County.

PROPOSED DEVELOPMENT:

Providence Willamette Falls Medical Center (PWF) is seeking approval of a ten (10) year General

Development Master Plan as well as a Detailed Development Plan to implement Phase 1 of the 3 Phase Master Plan. Phase 1 includes alteration and expansion of an existing parking lot at the corner of Davis Road and Division Street. The phases of the Master Plan include the following development:

Project Phase 1 – Division St. Parking Lot (Subject To Detailed Development Plan Approval)

The first project of the master plan consists of an alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane. The applicant submitted a Detailed Development Plan for the construction of the parking lot which would be implemented subsequent to approval in 2012.

Project Phase 2 – Hospital Additions and Remodels

Phase 2 of the Master Plan includes the addition of approximately 54,000 square feet to the site including expanding the Medical Center building, the construction of a new central utility plant, and the remodeling of other areas of the facility. More particularly, these projects include:

<u>Outpatient Surgery Expansion:</u> The outpatient surgery expansion will add approximately two new operating rooms and short stay recovery space.

New Front Entry: The main entry to PWF will be remodeled and will include a new patient drop-off. The new entry will replace a section of the 1961 building which is currently sub-standard and houses hospital office spaces among other uses. This project will provide a more direct and unified entry into the hospital. A new canopy will welcome visitors into a large, high volume lobby that will provide physical and visual connections to corridors serving patient care, imaging, day surgery, birthplace, and the gift shop.

<u>Second Floor Patient Room and Pharmacy Remodel:</u> Several spaces on the second floor of the hospital will be converted from their current use as offices back to their original function as patient rooms. This patient room remodel will not increase the number of licensed beds, the staffing levels for the hospital, nor increase trip generation. The pharmacy will also be relocated.

<u>Birthplace Expansion:</u> Six additional Labor, Delivery, Recovery and Postpartum rooms will be added to the west end of the existing Birthplace wing. The addition would increase the number of labor and delivery/postpartum beds from 14 to 20.

<u>Central Utility Plant:</u> In order to centralize the system utilities for the campus and make them more efficient, PWF is planning for a central utility plant to house the appropriate mechanical, electrical, and plumbing systems to serve the medical campus. The development of this project is located within the Natural Resource Overlay District requiring review and mitigation.

<u>Second Floor Shell Space Tenant Improvements:</u> There is approximately 16,100 square feet of unfinished space above the Emergency Department planned for build out to house expanded hospital services. There is no definitive hospital program scheduled for this space but it is anticipated to be an expansion of outpatient services.

The applicant may complete the phase 2 projects in any order, provided they are all completed prior to initiating Phase 3. Phase 2 is projected to be implemented from 2012-2021.

Project Phase 3 – Medical Office Buildings (MOB)

Phase 3 of the Master Plan will add approximately 40,000 - 50,000 square feet of square footage to the medical campus including the construction of two new buildings including:

MOB Additions: PWF has identified two (East and West) sites for 20,000 - 25,000 square foot medical

Office Buildings (MOB's) which will house general physician's practices. The order of implementation for the two MOB's in this phase will depend upon Hospital strategic goals, project funding, and community needs. Phase 3 would be implemented from 2014-2021.

The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval. The applicant can satisfy this standard by complying with Condition of Approval 1.

OREGON CITY MUNICIPAL CODE CRITERIA:

CHAPTER 17.50 – ADMINISTRATION AND PROCEDURES

Finding: Complies. The Concept (General) Development Plan and Detailed Development Plan applications were processed as Type III applications. Multiple neighborhood association meetings were held and a preapplication conference took place on July 13, 2011 with Oregon City staff. Notice of the development was mailed to property owners within 300 feet of the site, the McLoughlin Neighborhood Association, Citizen Involvement Commission and affected agencies on January 9th, 2012. The property was posted with a land use action sign providing details and requesting comments about the development from January 13th, 2012 to after the Planning Commission hearing(s). The following public comments were received:

Gail Curtis, Senior Planner of the Oregon Department of Transportation submitted comments (Exhibit 7), including concerns regarding the transportation impact study. The comments are addressed within this report.

Denyse McGriff of the McLoughlin Neighborhood Association submitted comments (Exhibit 8), regarding the attendance list at the McLoughlin Neighborhood Association meeting and forwarding the report to the appropriate chair.

Paul Edgar of the Citizen Involvement Committee submitted a request (Exhibit 9) for a hard copy of the application.

Tim Powell, Chair of the McLoughlin Neighborhood Association submitted comments from the Neighborhood Association expressing concern about hospital employees parking within the public right-of-way near the facility. He suggested the City limit the on-street parking to 2 hours and work with the hospital to develop a good neighbor plan (Exhibit 10). In response to this comment the applicant submitted a letter, dated February 16, 2012 indicating that Providence Willamette Falls Hospital recently adopted a policy restricting employees from parking on the street (Exhibit 11). In addition, Nancy Bush, Code Enforcement Manager submitted comments identifying the process to limit on-street parking to 2 hours as well as the resident parking program and suggested the neighbors apply (Exhibit 12). Furthermore, the applicant is required to demonstrate adequate parking to facilitate each new phase of development.

Other comments were submitted prior to initiating the public comment period which were not included in the analysis of this report. Comments received after February 13th, 2012 will be forwarded to the Planning Commission at the February 27th, 2012 public hearing. The public record will remain open until the Planning Commission closes the public hearing.

CHAPTER 17.31 "MUE" MIXED USE EMPLOYMENT DISTRICT

17.31.020 *Permitted Uses*

Finding: Complies as Proposed. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.030 *Limited Uses*

Finding: Not Applicable. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.040 Conditional Uses

Finding: Not Applicable. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.050 *Prohibited Uses*

Finding: Not Applicable. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.060.A Minimum lot areas: None.

Finding: Complies as Proposed. The applicant proposed to consolidate lots on the subject site. The subsequent lots exceed a minimum lot area of zero.

17.31.060.B *Minimum Floor Area Ratio:* 0.25.

Finding: Complies with Condition. The application did not identify the floor area ratio, as the exact square footage to be constructed will be refined during future Detailed Development Plans. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating the master plan complies with the minimum floor area ratio of 0.25. **The applicant can meet this standard by complying with Condition of Approval 2.**

17.31.060.C Maximum building height: except as otherwise provided in subsection C.1. of this section building height shall not exceed sixty feet.

1. In that area bounded by Leland Road, Warner Milne Road and Molalla Avenue, and located in this zoning district, the maximum building height shall not exceed eighty-five feet in height.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.31.060.D *Minimum required interior and rear yard setbacks if abutting a residential zone: twenty feet, plus one foot additional yard setback for every one foot of building height over thirty-five feet.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.31.060.E Maximum allowed setbacks: No maximum limit provided the Site Plan and Design Review requirements of Section <u>17.62.055</u> are met. Development of a campus with an approved Master Plan in the MUE zone is exempt from Section <u>17.62.055</u>D.1 of Site Plan and Design Review. All other standards are applicable.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.31.060.F Maximum site coverage of the building and parking lot: Eighty percent.

Finding: Complies with Condition. The application indicted that approximately 64% of the site is covered with buildings and parking lots. However, the site plan inaccurately displayed the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the Master Plan does not have more

than eighty percent site coverage of buildings and parking lots. All future construction shall demonstrate compliance with this standard. The applicant can meet this standard by complying with Condition of Approval 3.

17.31.060.G *Minimum landscape requirement (including the parking lot): Twenty Percent.*

The design and development of the landscaping in this district shall:

- 1. Enhance the appearance of the site internally and from a distance;
- 2. Include street trees and street side landscaping;
- 3. Provide an integrated open space and pedestrian way system within the development with appropriate connections to surrounding properties;
- 4. Include, as appropriate, a bikeway walkway or jogging trail;
- 5. Provide buffering or transitions between uses;
- 6. Encourage outdoor eating areas appropriate to serve all the uses within the development;
- 7. Encourage outdoor recreation areas appropriate to serve all the uses within the development.

Finding: Complies with Condition. A site plan displaying all landscaping onsite demonstrates that 277,623 square feet of the 769,757 square foot site (36%) is landscaped. However, the site plan inaccurately displays the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G of the Oregon City Municipal Code. **The applicant can meet this standard by complying with Condition of Approval 4.**

CHAPTER 16.12 Property Line Adjustments and Abandonment Process and Standards

Findings: Complies as Proposed. The tax lot located on the corner of Penn Lane and Division Street (Clackamas County Map 2-2E-32AB-01201) consists of multiple building lots, though only a single tax lot is present. The applicant proposed to consolidate building lots into a single building lot which mirrors the tax lot displayed in Exhibit D of the application. Subsequent to the consolidation, the lot would contain a parking lot and a structure where the future East medical office building would be located. As demonstrated within this report, the consolidated lots were reviewed for compliance with the Oregon City Municipal Code.

Chapter 17.65 – MASTER PLANS

17.65.050.A Existing Conditions Submittal Requirements

17.65.050.A.1.a Current uses of and development on the site, including programs or services.

Findings: Complies as Proposed. The site is currently being utilized as Providence Willamette Falls Medical Center (PWF). The applicant provided a site plan identifying the existing layout of the site (Exhibit 2).

17.65.050.A.1.b *History or background information about the mission and operational characteristics of the institution that may be helpful in the evaluation of the concept development plan.*

Findings: Complies as Proposed. The applicant submitted a narrative with a variety of information about the subject site (Exhibit 2).

17.65.050.A.1.c A vicinity map showing the location of the Concept Development Plan boundary relative to the larger community, along with affected major transportation routes, transit, and parking facilities.

Findings: Complies as Proposed. The applicant submitted a vicinity map displaying the subject site relative to the larger community, including major transportation routes, transit stops and parking facilities (Exhibit 2).

17.65.050.A.1.d Non-institutional uses that surround the development site. May also reference submitted maps, diagrams or photographs.

Findings: Complies as Proposed. The applicant submitted a map displaying the adjacent buildings and zoning designations. Though primarily adjacent to the "MUE" Mixed Use Employment District, a portion of the site boarders residential zoning designations (Exhibit 2).

17.65.050.A.1.e Previous land use approvals within the Concept Development Plan boundary and related conditions of approval.

Findings: Complies as Proposed. The subject site has received approval of multiple land use applications. Two prior applications (Conditional Use CU 03-03 and Site Plan and Design Review SP 03-19) resulted in the requirement to receive Master Plan approval prior to proceeding with any additional land use applications (Exhibits 3 and 4).

- o Condition of approval #5 for Conditional Use CU 03-03: The hospital shall receive a comprehensive city master plan approval prior to any future city land use approval or site development permit issuance (other than those approved or conditioned for approval as part of this conditional use permit or the associated site plan and design review, SP03-19). The master plan shall be based on all hospital properties in the Division Street area and include; phased development projects, full area traffic analysis, infrastructure evaluation and plans, multi-model planning (on and off-site), vehicle and bicycle parking evaluation, evaluation of non-conformance, proposed timing and other required items.
- o Condition of approval #31 for Site Plan and Design Review SP 03-19: The hospital shall receive a comprehensive city master plan approval prior to any future city land use approval or site development permit issuance (other than those approved as part of the associated Condition Use Permit CU 03-03, this Site Plan and Design Review or required in Conditions 2, 3 and 4 of this approval). The master plan shall be based on all hospital properties in the Division Street area and include; phased development projects, full area traffic analysis, infrastructure evaluation and plans, multi-model planning (on and off-site), vehicle and bicycle parking evaluation, evaluation of non-conformance, proposed timing and other required items.

17.65.050.A.1.f Existing utilization of the site. May also reference submitted maps, diagrams or photographs. **Findings: Complies as Proposed.** The applicant provided a narrative statement describing the existing uses of the site and a series of maps (Exhibit 2). The site is currently being utilized as Providence Willamette Falls Medical Center. The subject site contains Clackamas County Map2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201. The Master Plan is within the Mixed Use Employment District (MUE). PWF Medical Center is a permitted use in the MUE Zone under OCMC 17.31.010 and 17.31.020.F.

17.65.050.A.1.g Site description, including the following items. May also reference submitted maps, diagrams or photographs.

- (1) Physical characteristics,
- (2) Ownership patterns,
- (3) Building inventory,
- (4) Vehicle/bicycle parking,
- (5) Landscaping/usable open space,
- (6) FAR/lot coverage,
- (7) *Natural resources that appear on the City's adopted Goal 5 inventory,*
- (8) Cultural/historic resources that appear on the City's adopted Goal 5 inventory, and,
- (9) Location of existing trees 6" in diameter or greater when measured 4' above the ground. The location of single trees shall be shown. Trees within groves may be clustered together rather than shown individually.

Findings: Complies as Proposed. The applicant provided a narrative including a description of the site and a series of maps displaying the above existing conditions (Exhibit 2). As discussed in Chapter 17.65.050.C.4 of this report, no City-designated cultural or historic resources are located on the subject site. A small portion of the subject site includes two Overlay Districts; Natural Resource Overlay District (NROD), and Geologic Hazards. Both districts are on the eastern edges of the subject property where no additional development is proposed.

17.65.050.A.1.h Existing transportation analysis, including the following items. May also reference submitted maps, diagrams or photographs.

- (1) Existing transportation facilities, including highways, local streets and street classifications, and pedestrian and bicycle access points and ways;
- (2) Transit routes, facilities and availability;
- (3) Alternative modes utilization, including shuttle buses and carpool programs; and
- (4) Baseline parking demand and supply study (may be appended to application or waived if not applicable). **Findings: Complies as Proposed.** The applicant provided a narrative statement describing the existing transportation conditions of the site. A Transportation Impact Analysis (TIA) was submitted by Kittelson & Associates, Inc. (Exhibit 2).
 - 1. Sidewalks are provided along Redland Road to the south of Holcomb Boulevard-Abernethy Road.
 - 2. Sidewalks and bicycle lanes are provided along Anchor Way west of Redland Road (for approximately 250 feet only).
 - 3. Sidewalks are provided along Division Street to the south of 16th Street.
 - 4. Bicycle lanes are provided along Division Street between 13th Street and 15th Street.
 - 5. On-street parking is available along Division Street to the west of 9th Street and between 16th Street and Gilman Drive.
 - 6. Not posted; assumed to be 25 miles per hour.

<u>Bicycle Facilities and Connectivity</u>. Bicycle lanes are currently provided on Division Street between 13th Street and 15th Street and along some of the major surrounding roadways, including Redland Road and Molalla Avenue. According to the TSP, bicycle lane improvements are needed on Division Street, 15th Street, Cascade Highway (OR 213), Anchor Way, Holcomb Boulevard- Abernethy Road, 7th Street, and Molalla Avenue.

<u>Pedestrian Facilities and Connectivity.</u> The PWF campus and surrounding neighborhood are generally well served by a grid network of streets and sidewalks today. Sidewalks are available adjacent to the campus on a majority of both Division Street and Davis Road, as well as along the major connecting roadways near the campus, including Molalla Avenue, 7th Street, and 15th Street. Additional sidewalk connectivity is planned in the vicinity of the PWF campus, as identified in the City of Oregon City TSP.

Transit Routes, Facilities and Availability. The primary bus route serving the site is Tri-Met with bus stops located adjacent to the subject site. Two fixed-route bus stops are located within one block of the main entrance of the PWF campus on Division Street; a total of four stops are located within one block of the overall PWF campus. Service to these stops is provided by Tri-Met Bus Route 32. Route 32 provides service between Clackamas Community College, Oregon City, Gladstone, and Milwaukie. As of August 2011, the bus operates Monday through Friday between 5:30 a.m. and 7:30 p.m. on 30-minute headways, Saturdays between 9:30 a.m. and 5:30 p.m. on 60-minute headways, and does not offer service on Sundays. The Oregon City Transit Center provides connections to several additional bus routes and services. Other bus service in the area of the PWF campus is provided by Tri-Met Bus Routes 33, 34, and 99.

<u>Baseline Parking Demand and Supply</u>. The applicant indicated that the campus has an existing supply of 749 parking stalls with an existing demand for 653 stalls.

17.65.050.A.1.i *Infrastructure facilities and capacity, including the following items.*

- (1) Water,
- (2) Sanitary sewer,
- (3) Stormwater management, and
- (4) Easements.

Findings: Complies as Proposed. The site is surrounded by adequate City water mains on all four sides including through the interior of the main property. Adequate sanitary sewer mains exist around the site while stormwater mains are located appropriately on the perimeter of the site.

17.65.050.A.2.a *Existing conditions site plan.*

Findings: Complies as Proposed. The applicant submitted a site plan of the existing conditions of the site (Exhibit 2).

17.65.050.A.2.b. *Vicinity map.*

Findings: Complies as Proposed. The applicant submitted a vicinity map of the development site (Exhibit 2).

17.65.050.A.2.c. *Aerial photo.*

Findings: Complies as Proposed. The applicant submitted an aerial photo depicting the subject site and adjacent property (Exhibit 2).

17.65.050.B. Proposed Development Submittal Requirements

17.65.050.B.1.a *The proposed duration of the concept development plan.*

Findings: Complies as Proposed. The General (Master) Plan is anticipated to be implemented over a period of 10 years.

17.65.050.B.1.b *The proposed development boundary. May also reference submitted maps or diagrams.* **Findings: Complies as Proposed.** The project boundaries include Clackamas County Map2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201. A map of the subject site was submitted (Exhibit 2).

17.65.050.B.1.c A description, approximate location, and timing of each proposed phase of development, and a statement specifying the phase or phases for which approval is sought under the current application. May also reference submitted maps or diagrams.

Findings: Complies as Proposed. The applicant indicated that phases would generally include the following:

Project Phase 1 – Division St. Parking Lot (Subject To Detailed Development Plan Approval)

The first project of the master plan consists of an alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane. The applicant submitted a Detailed Development Plan for the construction of the parking lot which would be implemented subsequent to approval in 2012.

Project Phase 2 – Hospital Additions and Remodels

Phase 2 of the Master Plan includes the addition of approximately 54,000 square feet to the site including expanding the Medical Center building, the construction of a new central utility plant, and the remodeling of other areas of the facility. More particularly, these projects include:

<u>Outpatient Surgery Expansion:</u> The outpatient surgery expansion will add approximately two new operating rooms and short stay recovery space.

New Front Entry: The main entry to PWF will be remodeled and will include a new patient drop-off. The new entry will replace a section of the 1961 building which is currently sub-standard and houses hospital office spaces among other uses. This project will provide a more direct and unified entry into the hospital. A new canopy will welcome visitors into a large, high volume lobby that will provide physical and visual connections to corridors serving patient care, imaging, day surgery, birthplace, and the gift shop.

<u>Second Floor Patient Room and Pharmacy Remodel:</u> Several spaces on the second floor of the hospital will be converted from their current use as offices back to their original function as patient rooms. This

patient room remodel will not increase the number of licensed beds, the staffing levels for the hospital, nor increase trip generation. The pharmacy will also be relocated.

<u>Birthplace Expansion:</u> Six additional Labor, Delivery, Recovery and Postpartum rooms will be added to the west end of the existing Birthplace wing. The addition would increase the number of labor and delivery/postpartum beds from 14 to 20.

<u>Central Utility Plant:</u> In order to centralize the system utilities for the campus and make them more efficient, PWF is planning for a central utility plant to house the appropriate mechanical, electrical, and plumbing systems to serve the medical campus. The development of this project is located within the Natural Resource Overlay District requiring review and mitigation.

<u>Second Floor Shell Space Tenant Improvements:</u> There is approximately 16,100 square feet of unfinished space above the Emergency Department planned for build out to house expanded hospital services. There is no definitive hospital program scheduled for this space but it is anticipated to be an expansion of outpatient services.

The applicant may complete the phase 2 projects in any order, provided they are all completed prior to initiating Phase 3. Phase 2 is projected to be implemented from 2012-2021.

Project Phase 3 – Medical Office Buildings (MOB)

Phase 3 of the Master Plan will add approximately 40,000 - 50,000 square feet of square footage to the medical campus including the construction of two new buildings including:

MOB Additions: PWF has identified two (East and West) sites for 20,000 - 25,000 square foot medical Office Buildings (MOB's) which will house general physician's practices. The order of implementation for the two MOB's in this phase will depend upon Hospital strategic goals, project funding, and community needs. Phase 3 would be implemented from 2014-2021.

17.65.050.B.1.d *An explanation of how the proposed development is consistent with the purposes of Section 17.65, the institutional zone, and any applicable overlay district.*

Findings: Refer to the findings within this report.

17.65.050.B.1.e A statement describing the impacts of the proposed development on inventoried Goal 5 natural, historic or cultural resources within the development boundary or within 250 feet of the proposed development boundary.

Findings: Complies as Proposed. The applicant provided a map displaying all nearby Goal 5 resources. The subject site is not within a historic district or include an individually designated historic structure. The property is within the Geologic Hazards Overlay District and the Natural Resource Overlay District.

- **17.65.050.B.1.f** An analysis of the impacts of the proposed development on the surrounding community and neighborhood, including:
- (1) Transportation impacts as prescribed in Subsection "g" below;
- (2) Internal parking and circulation impacts and connectivity to sites adjacent to the development boundary and public right-of-ways within 250 feet of the development boundary;
- (3) Public facilities impacts (sanitary sewer, water and stormwater management) both within the development boundary and on city-wide systems;
- (4) Neighborhood livability impacts;
- (5) Natural, cultural and historical resource impacts within the development boundary and within 250 feet of the development boundary.

Findings: The applicant submitted documentation on the impacts of the proposed development. Please refer to the analysis within this report.

17.65.050.B.1.g A summary statement describing the anticipated transportation impacts of the proposed development. This summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips, projected AM and PM peak hour traffic and the maximum parking demand associated with build-out each phase of the master plan.

Findings: Please to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

- **17.65.050.B.1.h** In addition to the summary statement of anticipated transportation impacts, an applicant shall provide a traffic impact study as specified by City requirements. The transportation impact study shall either:
- (1) address the impacts of the development of the site consistent with all phases of the concept development plan; or
- (2) address the impacts of specific phases if the City Engineer determines that the traffic impacts of the full development can be adequately evaluated without specifically addressing subsequent phases.

Findings: Complies as Proposed. The applicant identified the transportation impact of the development with traffic impact analysis prepared by Kittleson and Associates (Exhibit 2) discussing the transportation impacts of the proposed development. The transportation study was reviewed by John Replinger, transportation consultant for the City from Replinger and Associates (Exhibit 5).

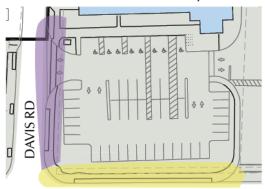
- **17.65.050.B.1.i** If an applicant chooses to pursue option h(1), the applicant may choose among three options for implementing required transportation capacity and safety improvements:
- (1) The concept development plan may include a phasing plan for the proposed interior circulation system and for all on-site and off-site transportation capacity and safety improvements required on the existing street system as a result of fully implementing the plan. If this option is selected, the transportation phasing plan shall be binding on the applicant.
- (2) The applicant may choose to immediately implement all required transportation safety and capacity improvements associated with the fully executed concept development plan. If this option is selected, no further transportation improvements will be required from the applicant. However, if a concept development plan is later amended in a manner so as to cause the projected average daily trips, the projected AM or PM peak hour trips, or the peak parking demand of the development to increase over original projections, an additional transportation impact report shall be required to be submitted during the detailed development plan review process for all future phases of the development project and additional improvements may be required.
- (3) The applicant may defer implementation of any and all capacity and safety improvements required for any phase until that phase of the development reaches the detailed development plan stage. If this option is selected, the applicant shall submit a table linking required transportation improvements to vehicle trip thresholds for each development phase.

Findings: Complies with Condition. The applicant proposed to install public improvements associated with each phase of development. The applicant submitted a transportation impact analysis prepared by Julia Kuhn, PE of Kittleson & Associates, Inc (Exhibit 2) discussing the transportation impacts of the proposed development. The report was reviewed by John Replinger, PE of Replinger and Associates, a City consultant (Exhibit 5). The applicant proposed to complete the following public improvements by the completion of Phase 3 of development.

New Front Entry

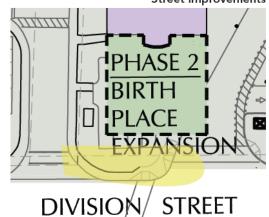
The New Front Entry project in Phase 2 would trigger applicable street improvements in the highlighted areas in Figure 3.1.1. Minor Arterial street improvements along Division Street (to match the improvements in front of the ED expansion detailed in CU 03-03), and Local street improvement along Davis Road.

FIGURE 3.1.1 - New Front Entry Street Improvements



DIVISION STREET

FIGURE 3.1.2 - Birthplace Expansion Street Improvements



Birthplace Expansion

The Birthplace Expansion project in Phase 2 would trigger applicable street improvements in the highlighted areas in Figure 3.1.2. Minor Arterial street improvements along Division Street to match the improvements in front of the ED expansion detailed in CU 03-03.

West MOB

The West MOB project in Phase 3 would trigger applicable street improvements in the highlighted areas in Figure 3.1.3. Minor Arterial street improvements along Division Street (to match the improvements in front of the ED expansion detailed in CU 03-03), and Collector street improvement along 15th St. The improvements along Division St. will require a full depth half street improvements.

FIGURE 3.1.3 - West MOB Street Improvements



The City generally concurs with the public improvements proposed. The following identifies a specific list of public improvements and associated maps of where each improvement will occur. The applicant's engineer shall analyze and design the Division Street and 15th Street pavement restoration.

- Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.

- Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
- Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
- Phase 3 (West MOB): A 4-foot ROW dedication from 15th Street to 16th Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15th Street and 16th Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
- Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
 - Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.
- 15th Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
- Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

In addition, the applicant's transportation impact study identified two off-site intersections where the impacts from the proposed development when coupled with future background projections would result in an unacceptable level of service. A more than 50 second delay for the westbound left at the intersection of Molalla Avenue/7th Street would result in a level of service (LOS) F in 2017 and a more than 50 second delay for the northbound left at the intersection of Redland Road/Anchor Way would result in a level of service (LOS) F in 2018 both, in part, as a result of Phase 2 impacts. Phase 1 was not determined to have an impact on the proposed development, as it entails an expansion of the parking lot which will not itself increase traffic demands generated on-site.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2, on the intersections of Molalla Avenue/7th Street and Redland Road/Anchor Way, and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which

should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied.

ODOT suggested that the treatment of the central utility plant might have caused the traffic to be underestimated (Exhibit 7). John Replinger, PE of Replinger and Associates, a City consultant indicated that ODOT indicated that the "trip generation methodology was adequately explained and accurately executed" (Exhibit 5).

The additional development proposed in the master plan is forecast to produce 87 additional AM peak hour trips and 91 additional PM peak hour trips. This compares with current traffic of 339 AM peak hour trips and 356 PM peak hour trips.

The applicant is responsible for this project's compliance with Engineering Policy 00-01. **The applicant can comply with this standard by meeting Conditions of Approval 5 and 6.**

17.65.050.B.1.j The applicant or city staff may propose objective development standards to address identified impacts that will apply within the proposed development on land that is controlled by the institution. Upon approval of the concept development plan, these standards will supersede corresponding development standards found in this code. Development standards shall address at least the following:

- (1) Pedestrian, bicycle and vehicle circulation and connectivity;
- (2) Internal vehicle and bicycle parking;
- (3) Building setbacks, landscaping and buffering;
- (4) Building design, including pedestrian orientation, height, bulk, materials, ground floor windows and other standards of Chapter 17.62; and
- (5) Other standards that address identified development impacts.

Findings: Not Applicable. The applicant has not proposed alternative objective development standards.

17.65.050.B.2.a. A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during detailed development plan review.

Findings: Complies with Conditions. The applicant submitted a site plan for the proposed development showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas. The site is currently nonconforming as it does not comply with the current standards for parking lot landscaping, pedestrian accessway standards, etc. Proportional upgrades to the site are required per OCMC Chapter 17.58.

<u>Vehicle Circulation Plan.</u> A site plan identifying the circulation of vehicles onsite was provided demonstrating the ability for automobiles to travel down the street and within parking lots throughout the site.

<u>Bicycle Circulation Plan.</u> A site plan identifying the circulation of bicycles onsite was provided demonstrating the ability for bicycles to travel down the street and within parking lots within automobiles. There are no bicycle pathways onsite.

<u>Pedestrian Circulation Plan.</u> The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. As demonstrated within this report, the proposed parking lot layout does not include a pedestrian accessway within the parking lot. Prior to issuance of permits

associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. **The applicant can meet this standard by complying with condition of approval 7.**

17.65.050.B.2.b The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian access ways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within 250 feet of the site. The map shall identify existing subdivisions and development and un-subdivided or unpartitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle access ways and utilities within 250 feet may be extended to and/or through the proposed development.

Findings: Complies as Proposed. The applicant submitted a map displaying the approximate location of all pedestrian, bicycle and automobile facilities within 250 feet of the site.

17.65.050.B.2.c The approximate location of all public facilities to serve the proposed development, including water, sanitary sewer, stormwater management facilities.

Findings: Please refer to the analysis within this report.

17.65.050.B.2.d *The approximate projected location, footprint and building square footage of each phase of proposed development.*

Findings: Complies as Proposed. The applicant submitted a map displaying the approximate location and footprint of the proposed structures. The final sizes and locations are subject to minor changes in the Detailed Development Plan review. Major changes to the size or location of the structures will require an adjustment to the Concept (General/Master) Development Plan.

17.65.050.B.2.e The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.

Findings: Complies as Proposed. The applicant submitted an aerial photo in Exhibit 2. The applicant did not propose a park, playground or other outdoor play area or open space for the subject site.

17.65.050.C. Approval Criteria for a Concept Development Plan.

17.65.050.C.1 The proposed Concept Development plan is consistent with the purposes of Section 17.65. Findings: Complies as Proposed. Chapter 17.65.010 of the Oregon City Municipal Code states: "It is the intent of this Chapter to foster the growth of major institutions and other large-scale development, while identifying and mitigating the impacts of such growth on surrounding properties and public infrastructure. The City recognizes the valuable services and employment opportunities that these developments bring to Oregon City residents. The master plan process is intended to facilitate an efficient and flexible review process for major developments and to provide them with the assurance they need over the long term so that they can plan for and execute their developments in a phased manner. To facilitate this, the master plan process is structured to allow an applicant to address the larger development issues, such as adequacy of infrastructure and transportation capacity, and reserve capacity of the infrastructure and transportation system before expenditure of final design costs."

The Master Plan is consistent with the purpose and intent statement in OCMC Chapter 17.65.010. The Master Plan identifies the growth expected on the Providence Willamette Falls Hospital campus over the next ten (10) years. Providence selected a 10-year timeframe for the master plan as the level of uncertainty of development plans after ten (10) years is too high. Providence submitted a Transportation Impact Analysis with phased public improvements which is analyzed within this report.

17.65.050.C.2 The transportation system has sufficient capacity based on the City's level of service standards and is capable of safely supporting the development proposed in addition to the existing and planned uses in the area, or will be made adequate by the time each phase of the development is completed.

Findings: Complies with Condition. The applicant's transportation impact study identified two off-site intersections where the impacts from the proposed development when coupled with future background projections would result in an unacceptable level of service. A more than 50 second delay for the westbound left at the intersection of Molalla Avenue/7th Street would result in a level of service (LOS) F in 2017 and a more than 50 second delay for the northbound left at the intersection of Redland Road/Anchor Way would result in a level of service (LOS) F in 2018 both, in part, as a result of Phase 2 impacts. Phase 1 was not determined to have an impact on the proposed development, as it entails an expansion of the parking lot which will not itself increase traffic demands generated on-site.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2, on the intersections of Molalla Avenue/7th Street and Redland Road/Anchor Way, and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. The applicant can comply with this standard by meeting Condition of Approval 5.

17.65.050.C.3 Public services for water supply, police, fire, sanitary waste disposal, and storm-water disposal are capable of serving the proposed development, or will be made capable by the time each phase of the development is completed.

Findings: Complies with Condition. An analysis of the proposed impacts is provided below.

<u>Domestic Water</u>. There are existing water mains in the streets bounding the site as well as several on-site. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review.

Police Protection. No significant police issues were identified during this Master Plan review.

Fire Protection. No significant fire protection issues were identified during this Master Plan review.

<u>Sanitary Sewer.</u> Adequate sanitary sewer mains exist around the site boundaries. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code.

<u>Storm Water</u>. Stormwater mains exist bordering the site. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the Applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the

applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. The use of Lynch-style catch basins for water quality is required for all new/revised parking lots. Water quality treatment will be achieved by means of any number of water quality features such as green roofs, vegetated swale, flow-thru planter box, or other LID system that will be designed per City of Oregon City Design Standards.

The applicant is responsible for this project's compliance with Engineering Policy 00-01. **The Applicant can comply with this standard by meeting Conditions of Approval 6, 8, 9, 10, 11, 12, 13 and 14.**

17.65.050.C.4 The proposed Concept Development plan protects any inventoried Goal 5 natural, historic or cultural resources within the proposed development boundary consistent with the provisions of applicable overlay districts.

Findings: Please refer to the analysis in Chapter 17.49 for compliance with the Natural Resource Overlay District and Chapter 17.44 for compliance with the Geologic Hazards Overlay District. There are no inventoried other Goal 5 historic or cultural resources in or within 250 feet of the development.

17.65.050.C.5 The proposed Concept Development plan, including development standards and impact mitigation thresholds and improvements adequately mitigates identified impacts from each phase of development. For needed housing, as defined in ORS 197.303(1), the development standards and mitigation thresholds shall contain clear and objective standards.

Findings: Please refer to the findings in 17.65.050.B.1.i of this analysis.

17.65.050.C.6 *The proposed Concept Development Plan is consistent with the Oregon City Comprehensive Plan and its ancillary documents.*

Findings: Complies as Proposed. As demonstrated below, the proposed Master Plan complies with the Oregon City Comprehensive Plan.

Section 1, Citizen Involvement

Section 1 of the Oregon City Compressive Plan established goals and policies to involve the public. The Master Plan review process included multiple meetings with neighborhood associations and other groups as well as a public comment period, mailed notices, public hearing and a notice in the newspaper.

Section 2, Land Use

Section 2 of the Oregon City Compressive Plan addresses the efficient use of available lands and the goal of creating a vibrant urban area that increases the opportunities for multi-modal transportation options.

Section 9, Economic Development

Section 9 of the Oregon City Compressive Plan establishes goals and policies that the City should strive to implement and meet but does not impose mandatory approval standards for a master plan application. The master plan will reinforce the role of the hospital in the community and contribute to the community's economic development.

Section 11, Public Facilities

Section 11 of the Oregon City Compressive Plan identifies the need for the City to provide public services. The Master Plan addresses the adequacy of the public facilities onsite.

Section 12, Transportation

Section 12 of the Oregon City Compressive Plan provides for a safe, convenient and economic transportation system that functions well and contributes to the city's well-being, enhances the quality of life and increases the opportunity for growth and development. The applicant proposed and is conditioned to mitigate all transportation impacts.

Section 13, Energy Conservation

Section 13 of the Oregon City Compressive Plan provides requires the conservation of energy in all forms through efficient land-use patterns, public transportation, building siting and construction standards, and city programs, facilities and activities. The proposed Master Plan encourages efficient use of the land while supporting transit, pedestrian and bicycle facilities.

17.65.050.D Duration of Concept Development Plan. A Concept Development plan shall involve a planning period of at least five years and up to twenty years. An approved Concept Development plan shall remain in effect until development allowed by the plan has been completed through the detailed development plan process, the plan is amended or superseded, or the plan expires under its stated expiration date.

Findings: Complies as Proposed. The General (Concept) Plan proposed envisions a 10-year view of the site.

17.65.060 Detailed Development Plan

Findings: Not Applicable. The applicant submitted a Detailed Development Plan application for implementation of Phase 1 of the development. Approval of a Detailed Development Plan is required prior to construction.

17.65.070 - Adjustments to development standards.

17.65.070.A Purpose. In order to implement the purpose of the City's master plan process, which is to foster the growth of major institutions and other large-scale development, while identifying and mitigating their impacts on surrounding properties and public infrastructure, an applicant may request one or more adjustments to the applicable development regulations as part of the master planning process. These include, but are not limited to, items such as: dimensional standards of the underlying zone, site plan and design review criteria, residential design standards, and standards for land division approval.

Findings: Applicable. The applicant submitted a request for an adjustment to the Oregon City Municipal Code with the Master Plan application. No other adjustments to the Oregon City Municipal Code have been requested.

17.65.070.B Procedure. Requests for adjustments shall be processed concurrently with a general development plan. An adjustment request at the detailed development plan review shall cause the detailed development plan to be reviewed as a Type III application.

Findings: Complies as Proposed. The proposed adjustment is being processed concurrent with the general development plan as a Type III application.

17.65.070. C Regulations That May Not be Adjusted. Adjustments are prohibited for the following items:

- 1. To allow a primary or accessory use that is not allowed by the regulations;
- 2. To any regulation that contains the word "prohibited";
- 3. As an exception to a threshold review, such as a Type III review process; and
- 4. Any exception to allow a use not identified as a permitted or conditional use in the underlying zone.

Findings: Complies as Proposed. The applicant has not proposed an adjustment for the use of the site or review process.

Oregon City Municipal Code Adjustment #1: Interior Parking Lot Landscaping

OCMC Chapter 17.52.060.D requires that within a parking lot no more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Though the proposed parking lot expansion associated with Phase 1 of the Master Plan does not have more than 8 contiguous parking stalls without an interior landscape strip and will comply with OCMC 17.52.060(D), a majority of the existing parking lots within the Providence Willamette Falls campus were constructed prior to adoption of this standard.

The Nonconforming Chapter of the Oregon City Municipal Code, 17.58, requires the applicant to install interior parking lot landscaping within existing parking lots which do not comply with the current standards.

Each Detailed Development Plan costing more than \$75,000 is required to spend 10% of the project cost on upgrades to existing nonconforming facilities such as interior parking lot landscaping. Depending on the cost of construction, it is anticipated that all of the aforementioned nonconforming items would be upgraded within the Master Plan. Each parking lot upgrade will include documentation from the applicant demonstrating that there is no loss of parking due to installation of interior parking lot landscaping.

If this adjustment is approved, the nonconforming parking lots would be upgraded so that no more than 16 contiguous parking spaces would be provided without an interior landscape strip and future parking lots associated with Phases 2 and 3 of the Master Plan, no more than 16 contiguous parking spaces would be provided without an interior landscape strip. As shown in this analysis, in order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees.

$OCMC\ 17.52.060(D)(d)$ - EXISTING

d. No more than **eight** contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of 10 feet in length.

ADJUSTED TO:

$OCMC\ 17.52.060(D)(d)$ - PROPOSED

d. No more than **sixteen** contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of 10 feet in length.

17.65.71.D.1. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; Finding: Complies with Condition. Chapter 17.52.060 of the Oregon City Municipal Code identifies the purpose of parking lot landscaping is:

- To enhance and soften the appearance of parking lots;
- To limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas:
- To shade and cool parking areas;
- To reduce air and water pollution;
- To reduce storm water impacts and improve water quality; and
- To establish parking lots that are more inviting to pedestrians and bicyclists.

The applicant indicated that "the requirement for providing interior landscape strips in areas that will be affected by future detailed development plans will reduce the parking supply on the campus. Per the TIA in Appendix B, PWF currently has a parking surplus, but at the end of the proposed master plan there would be a parking deficit. Therefore it is important for PWF to maintain as many parking spaces as necessary. The intent of 17.52.060.D.(d) is 'to enhance and soften the appearance of parking lots; to limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas; to shade and cool parking areas'

among others. In the parking lot areas identified as lots B, D, G, and F per Figure 14 on page 44 of Kittelson & Associates TIA (see Appendix B), Lot G is not visible from any public streets or residential areas thanks to the stand of forest along its eastern border. Lot F currently has 23 street and parking lot deciduous shade trees, as well as landscaped triangular wheel stops and planter strips. Lots B and D also have numerous parking lot trees and landscaped buffer zones".

Staff believes that a reduction in the frequency of interior parking lot landscaping islands would potentially reduce the amount of shade within the parking lot, thus resulting in higher temperature storm water and may not as adequately soften the appearance of the parking lot. The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees. The applicant can satisfy this standard by complying with Condition of Approval 15.

17.65.71.D.2. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project that is still consistent with the overall purpose of the zone;

Finding: Not Applicable. The applicant has not proposed more than one adjustment.

17.65.71.D.3. City-designated Goal 5 resources are protected to the extent otherwise required by Title 17; Finding: Not Applicable. A portion of the Master Plan property is within the Natural Resource Overlay District and Geologic Hazards Overlay District. It is not anticipated that the proposed adjustment would negatively affect the overlays, as the applicant has not requested an adjustment to an overlay standard. There are no historic resources onsite.

17.65.71.D.4. Any impacts resulting from the adjustment are mitigated;

Finding: Complies with Condition. Staff believes that a reduction in the frequency of interior parking lot landscaping islands would potentially reduce the amount of shade within the parking lot, thus resulting in higher temperature storm water and may not as adequately soften the appearance of the parking lot. The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose to exempt parking lots which do not utilize the adjustment and there are not more than eight contiguous parking spaces without an interior landscape strip between them. Staff believes it is feasible for the applicant to comply with a minimum of 12% interior parking lot landscaping and complies with all other applicable standards. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees. The applicant can satisfy this standard by complying with Condition of Approval 15.

17.65.71.D.5. If an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable.

Finding: Not Applicable. A portion of the Master Plan property is within the Natural Resource Overlay District and Geologic Hazards Overlay District. It is not anticipated that the proposed adjustment would negatively affect the overlays, as the applicant has not requested an adjustment to an overlay standard.

17.65.71.D.6. The proposed adjustment is consistent with the Oregon City Comprehensive Plan and ancillary documents.

Finding: Complies with Condition. The applicant indicated Section 12 of the Oregon City Comprehensive Plan "provides for a safe, convenient and economic transportation system that functions well and contributes to the city's well-being, enhances the quality of life and increases the opportunity for growth and development. The proposed adjustment does not adversely affect transportation or parking goals set out in the Oregon City Comprehensive Plan".

The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The proposed mitigation would increase the landscaping onsite and would comply with the following goals and policies of the Comprehensive Plan:

Goal 6.1 Air Quality - Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.4 - Encourage the maintenance and improvement of the city's tree canopy to improve air quality.

The applicant can satisfy this standard by complying with Condition of Approval 15.

CHAPTER 17.49 NATURAL RESOURCE OVERLAY DISTRICT

Findings: Complies as Proposed. A portion of the site is mapped within the City of Oregon City Natural Resource Overlay District. All development in the Natural Resource Overlay District is subject to review by the City of Oregon City to ensure adequate protection of a nearby water feature. Oregon City Municipal Code protects the nearby feature by enforcing a vegetated corridor consisting of native plantings along the bank of the stream to improve the water quality and function. The applicant requested the portion of the property outside the NROD boundary is exempt from further NROD review. As the land outside of the NROD area is not subject to compliance with Chapter 17.49 of the Oregon City Municipal Code, staff recommends the Planning Commission except all land outside of the NROD boundary. Though a portion of the property associated with Detailed Development Plan for Phase 1 of the Master Plan is within the NROD, the proposed disturbance area associated with the proposed development is outside the NROD boundary. All future development shall be subject to additional review to demonstrate compliance with the Natural Resource Overlay District.

CHAPTER 17.44 – GEOLOGIC HAZARDS:

Finding: Complies as Proposed. Per OCMC 17.44.050.C, "the City Engineer may waive one or more requirements... if the City Engineer determines that site conditions, size or type of development or grading requirements do not warrant such detailed information". The applicant proposed to construct Phase 1 which includes a parking lot adjacent to Penn Lane and Division Street. Due to the minimal impact on the nearby slopes the City Engineer has waived all requirements of OCMC Chapter 17.44 for the proposed development. The waiver may be challenged on appeal and may be denied by a subsequent review authority. If the development proposal changes from what is represented in this land use application, these findings shall be reviewed and revised by the City Engineer as needed.

All future development shall be subject to additional review to demonstrate compliance with the Geologic Hazards Overlay District.

CHAPTER 17.41 TREE PROTECTION STANDARDS

17.41.020 *Tree Protection – Applicability.*

Finding: Complies. The proposed development within the "MUE" Mixed Use Employment District and is subject to this standard.

17.41.040 – *Tree Protection* – *Exemptions*.

These regulations are not intended to regulate normal cutting, pruning and maintenance of trees on private property except where trees are located on lots that are undergoing development review or are otherwise protected within the Natural Resource Overlay District (NROD) of section 17.49. Additionally, these standards are not intended to regulate farm and forest practices as those practices.

Finding: Not Applicable. The applicant has not proposed to alter any trees within the Natural Resource Overlay District boundary.

17.41.050 *Tree Protection – Compliance Options.*

Finding: Complies as Proposed. The applicant proposed to remove one 30-inch caliper cedar tree with the Detailed Development Plan.

17.41.060 - Tree Removal and Replanting - Mitigation (Option 1).

Regulated trees that are removed outside of the construction area, if removed shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.

- A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in <u>Chapter 17.04</u> to the extent practicable. Compliance with these standards shall be demonstrated in a tree mitigation plan report prepared by a certified arborist, horticulturalist or forester or other environmental professional with experience and academic credentials in forestry or arborculture. At the applicant's expense, the city may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section <u>12.08</u>—Community Forest and Street Trees.
- B. The applicant shall determine the number of trees to be mitigated on the site by counting all of the trees six inch DBH (minimum four and one-half feet from the ground) or larger on the entire site and either:
- 1. Trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2; or
- 2. Diseased or hazardous trees, when the condition is verified by a certified arborist to be consistent with the definition in Section 17.04.1360, may be removed from the tree replacement calculation. Regulated healthy trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated healthy trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.

Table 17.41.060-1
Tree Replacement Requirements
All replacement trees shall be either:
Two-inch caliper deciduous, or
Six-foot high conifer

Size of tree removed (DBH)	Column 1 Number of trees to be planted. (If removed Outside of construction area)	Column 2 Number of trees to be planted. (If removed Within the construction area)
6 to 12"	3	1
13 to 18"	6	2
19 to 24"	9	3
25 to 30"	12	4
31 and over"	15	5

Steps for calculating the number of replacement trees:

- 1. Count all trees measuring six inches DBH (minimum four and one-half feet from the ground) or larger on the entire development site.
- 2. Designate (in certified arborists report) the condition and size (DBH) of all trees pursuant to accepted industry standards.
- 3. Document any trees that are currently diseased or hazardous.
- 4. Subtract the number of diseased or hazardous trees in step 3. from the total number of trees on the development site in step 1. The remaining number is the number of healthy trees on the site. Use this number to determine the number of replacement trees in steps 5. through 8.
- 5. Define the construction area (as defined in <u>Chapter 17.04</u>).
- 6. Determine the number and diameter of trees to be removed within the construction area. Based on the size of each tree, use Column 2 to determine the number of replacement trees required.
- 7. Determine the number and diameter of trees to be removed outside of the construction area. Based on the size of each tree, use Column 1 to determine the number of replacement trees required.
- 8. Determine the total number of replacement trees from steps 6. and 7.

Finding: Complies as Proposed. The applicant proposed to remove one tree within the construction area associated with Detailed Development Plan. The tree is 30-inches in diameter and no information was provided indicating that it is diseased or hazardous and thus the applicant is required to plant 4 replacement trees.

17.41.070 – *Planting Area Priority for Mitigation (Option 1).*

Development applications which opt for removal or trees with subsequent replanting pursuant to section 17.41.050(A) and shall be required to mitigate for tree cutting by complying with the following priority for replanting standards 1-4.

Finding: Complies with Condition. The applicant has not proposed to plant 4 replacement trees and did not submit a plan identifying the location of the mitigation trees. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. **The applicant can meet this standard by complying with condition of approval 16.**

17.41.075. *Alternative Mitigation Plan.*

Finding: Not Applicable. The applicant has not proposed an alternative mitigation plan.

17.41.080. Tree Preservation within Subdivisions and Partitions – Dedicated Tract (Option 2).

Finding: Not Applicable. The applicant has not proposed to utilize option 2.

17.41.090. Density transfers incentive for Tree Protection Tracts (Option 2).

Finding: Not Applicable. The applicant has not proposed to utilize option 2.

17.41.100. Permitted Modifications to Dimensional Standards (Option 2 Only).

Finding: Not Applicable. The applicant has not proposed to utilize option 2.

17.41.110. Tree Protection by Restrictive Covenant (Option 3).

Finding: Not Applicable. The applicant has not proposed to utilize option 3.

17.41.120. Permitted Adjustments (Option 3 Only).

Finding: Not Applicable. The applicant has not proposed to utilize option 3.

17.41.130. Regulated Tree Protection Procedures During Construction.

Finding: Complies with Condition. The applicant did not respond to this section. There are existing trees which will remain in the construction area during construction. The applicant failed to adequately respond to this criterion. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 17.**

CHAPTER 17.52 OFF –STREET PARKING AND LOADING

17.52.020.A – Number of Spaces Required

The construction of a new structure or at the time of enlargement or change in use of an existing structure within any district in the city, off-street parking spaces shall be provided in accordance with this section.

		Parking Required Per 1,000 sq. ft. gross leasable	
	Square Feet	<u>Minimum</u>	<u>Maximum</u>
Hospital	455,181	2 (819 Stalls with Reduction)	4 (1,820 stalls)

Finding: Complies with Condition. The applicant submitted a site plan with parking counts and demands for the 335,076 square feet of existing square footage in addition to the 104,000 in new square footage and 16,105 of existing shelled space to be completed. The applicant indicated that there are 749 existing parking stalls onsite. The existing count includes 66 stalls in the parking lot which will be replaced with the implementation of the Detailed Development Plan associated with Phase 1 of the Master Plan. The completion of the parking lot alteration associated with Phase 1 of the Master Plan will result in a loss of 7 parking stalls for a total of 742 stalls.

The applicant submitted a Transportation Impact Study prepared by Kittleson and Associates (Exhibit 2) which calculated a need for 138 new parking stalls with the proposed development to be installed over the 3 Phases of the Master Plan implementation. However, the TIS did not utilize the appropriate calculations for minimum and maximum parking stalls as defined in the Oregon City Municipal Code. Furthermore, the applicant is required to incrementally upgrade the existing parking lots which were developed prior to the requirement for interior parking lot landscaping with each Detailed Development Plan costing more than \$75,000 per OCMC Chapter 17.58. The parking calculations did not account for any reduction in existing parking associated with installation of interior parking lot landscaping. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. The applicant can assure this standard is met through Condition of Approval 18.

17.52.020.A.1 Multiple Uses. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately. Finding: Not Applicable. The applicant has not indicated multiple uses of the site.

17.52.020.A.2.

Requirements for types of buildings and uses not specifically listed herein shall be determined by the community development director, based upon the requirements of comparable uses listed.

Finding: Not Applicable. The use of the site was identified in Table 17.52.020.

17.52.020.A.3.

Where calculation in accordance with the following list results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or more shall require one space.

Finding: Complies as Proposed. The applicant used the rounding techniques identified in this Chapter.

17.52.020.A.4.

The minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

Finding: Complies with Condition. The applicant did not respond to this section. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. **The applicant can assure this standard is met through Condition of Approval 19.**

17.52.020.A.5.

A Change in use within an existing building located in the MUD Design District is exempt from additional parking requirements. Additions to an existing building or new construction in the district are required to meet the minimum parking requirements in Table 17.52.020.

Finding: Not Applicable. The proposed development does not include a change in use within the Mixed Use Downtown District.

17.52.020.B. Reduction of the Number of Automobile Spaces Required.

Reduction of the Number of Automobile Spaces Required. The required number of parking stalls may be reduced if one or more of the following is met:

1. Transit Oriented Development. The community development director may reduce the required number of parking stalls up to ten percent when it is determined that a commercial business center or multi-family project is adjacent to or within one thousand feet of an existing or planned public transit. Also, if a commercial center is within one thousand feet of a multi-family project, with over eighty units and pedestrian access, the parking requirements may be reduced by ten percent.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to transit oriented development.

2. Transportation Demand Management.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to transportation demand management. The applicant submitted a transportation analysis prepared by Kittleson and Associates which discussed the need for parking and parking calculations based on a minimum of 1.95 stalls per 1,000 gross square feet, a calculation which is not identified in the Oregon City Municipal Code. The analysis did not discuss a reduced parking demand due to alternative modes of transportation or a strategy to reduce parking onsite.

3. Shared Parking.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to shared parking.

4. Reduction in Parking for Tree Preservation.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls for tree preservation.

5. On-Street Parking.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls for on-street parking.

17.52.030 - Design review.

17.52.030.A. Access. Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety. Groups of more than four parking spaces shall be so located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the city engineer.

Finding: Complies with Condition. The proposed parking lot alteration and expansion would be accessed from a single ingress/egress on Davis Road. The application was reviewed by John Replinger of Replinger and Associates who did not identify a conflict with backing movements onto the public right-of-way (Exhibit 5).

The applicant did not propose any protected accessway for pedestrian to walk through the parking lot to safely walk from a vehicle into the hospital buildings or from the proposed East MOB building and the main hospital facility. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

17.52.030.B. Surfacing. Required off street parking spaces and access aisles shall have paved surfaces adequately maintained. The use of pervious asphalt/concrete and alternative designs that reduce storm water runoff and improve water quality pursuant to the city's storm water and low impact development design standards are encouraged.

Finding: Complies as Proposed. The applicant provided a site plan with an asphalt parking lot.

17.52.030.C. Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city public works storm water and grading design standards.

Finding: Complies with Conditions. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. **The applicant can assure this standard is met through Conditions of Approval 8-14.**

17.52.030.D. Dimensional Requirements.

- 1. Requirements for parking developed at varying angles are according to the table included in this section. A parking space shall not be less than seven feet in height when within a building or structure, and shall have access by an all weather surface to a street or alley. Parking stalls in compliance with the American[s] with Disabilities Act may vary in size in order to comply with the building division requirements. Up to thirty five percent of the minimum required parking may be compact, while the remaining required parking stalls are designed to standard dimensions. The community development director may approve alternative dimensions for parking stalls in excess of the minimum requirement which comply with the intent of this Chapter.
- 2. Alternative parking/landscaping plan. The city understands the physical constraints imposed upon small parking lots and encourages alternative designs for parking lots of less than ten parking stalls. The community development director may approve an alternative parking lot/landscaping plan with variations to the parking angle or space dimensions and landscaping standards for off street parking. The alternative shall be consistent

with the intent of this Chapter and shall create a safe space for automobiles and pedestrians while retaining landscaping to the quantity and quality found within parking lot landscaping requirements.

PARKING STANDARD PARKING ANGLE SPACE DIMENSIONS

Parking Angle		Stall Width	Stall to Curb	Aisle Width	Curb Length	Overhang
0 degrees		8.5	9.0	12	20	0
60	Standard	9'	21'	18'	10.4'	1.7
degrees	Compact	8'	17.9'	16'	9.2'	
90	Standard	9'	19.0'	24'	9'	1.5
degrees	Compact	8'	16.0'	22'	8'	

Finding: Complies as Proposed. The development proposal included a site plan with 0, 60 and 90 degree parking. Each of the standard stalls complies with the dimensions required with the exception of curb to stall length which is slightly longer than the required standard.

17.52.030.E Carpool and vanpool parking.

New office and industrial developments with seventy-five or more parking spaces, and new hospitals, government offices, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

Finding: Complies with Condition. The applicant did not respond to this criterion. The proposed parking lot does not increase the parking for the hospital by 50 stalls, however, it is unknown if the remainder of the campus complies with this standard. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. **The applicant can assure this standard is met through Condition of Approval 20.**

17.52.040 Bicycle parking

17.52.040.A Purpose-Applicability. To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all uses other than single-family dwellings or duplexes.

Finding: Complies. The proposed development is subject to the bicycle parking standards in OCMC 17.52.040.

17.52.040.B. Number of Bicycle Spaces Required. For any use not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the community development director is most similar to the use not specifically mentioned. Calculation of the number of bicycle parking spaces required shall be determined in the manner established in Section 17.52.020 for determining automobile parking space requirements.

	MINIMUM BICYCLE PARKING
Hospital	1 per 20 auto spaces

Finding: Complies with Condition. The applicant submitted a transportation impact study which indicated that there are only 2 bicycles parked in the parking stalls at any given time. The number of existing and proposed bicycle parking stalls is unclear in the development proposal. Prior to issuance of permits associated with any

Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. The applicant can assure this standard is met through Condition of Approval 21.

17.52.040.C.

Finding: Complies with Condition. The applicant did not submit documentation regarding the location of existing and proposed bicycle parking onsite. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. **The applicant can assure this standard is met through Condition of Approval 21.**

D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary rack to which the bicycle can be locked. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue convenience.

Finding: Complies with Condition. The applicant did not submit documentation regarding the location of existing and proposed bicycle parking onsite. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. **The applicant can assure this standard is met through Condition of Approval 21.**

17.52.060 Parking lot landscaping.

17.52.060.A.1 The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.

Finding: Complies as Proposed. A site plan prepared by Vala Christensen Landscape Architect, Inc was submitted displaying landscaping throughout the proposed parking lot. The landscaping was located in defined landscaped areas that are uniformly distributed throughout the parking area.

17.52.060.A.2. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped. **Finding: Complies with Condition.** The applicant submitted a revised landscaping plan dated January 31, 2012. The revised plan includes a striped area in the northeast corner of the site which is not utilized for maneuvering, parking or circulation. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. **The applicant can assure this standard is met through Condition of Approval 22.**

17.52.060.A.3. Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade. Finding: Complies as Proposed. The applicant submitted a landscaping plan with 4 deciduous tree species and 1 coniferous tree species throughout the parking lot. Any alterations to the landscaping plan shall demonstrate compliance with this standard.

17.52.060.A.4. Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List;

Finding: Complies with Condition. The landscaping plan included a variety of tree sizes including 1-inch caliper, 2-inch caliper and 8-foot in height and did not identify if the landscape would be planted according to American Nurseryman Standards. Not all of the trees identified on the landscaping plan were identified on the Oregon City Street Tree List. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. The applicant can meet this standard through Condition of Approval 23.

17.52.060.A.5. Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance; Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. The applicant can assure this standard is met through Condition of Approval 24.

17.52.060.A.6. All plant materials, including trees, shrubbery and ground cover should be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City Native Plant List are strongly encouraged and species found on the Oregon City Nuisance Plant List are prohibited.

Finding: Complies as Proposed. The applicant submitted a landscaping plan which did not include any plants on the Oregon City Nuisance Plant list.

17.52.060.A.7. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.

Finding: Complies as Proposed. The applicant submitted a transportation impacts study prepared by Julia Kuhn, PE of Kittleson and Associates which indicated pruning existing vegetation. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2). **The applicant can assure this standard is met through Condition of Approval 25.**

17.52.060.A.8. Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.

Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. **The applicant can assure this standard is met through Condition of Approval 26.**

17.52.060.B Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-Way Screening. Parking lots shall include a five-foot wide landscaped buffer where the parking lot abuts the right-of-way and/or adjoining properties. In order to provide connectivity between non-single-family sites, the community development director may approve an interruption in the perimeter parking lot landscaping for a single

driveway where the parking lot abuts property designated as multi-family, commercial or industrial. Shared driveways and parking aisles that straddle a lot line do not need to meet perimeter landscaping requirements.

- 1. The perimeter parking lot are[a] shall include:
- a. Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;
- b. Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
- c. An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.

Finding: Complies with Condition. The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included a landscaped area in excess of 5 feet wide between the parking lot and the public right-of-way and between the parking lot and the adjoining property. However, the landscaping within the landscape strip does not comply with this standard as the trees are not spaced a maximum of 35 feet, there is no note that limits bark except under the canopy of shrubs and within 2 feet of the base of trees, and the spacing of the evergreen hedge or shrubs does not comply with this standard. As the applicant has identified sufficient space for the perimeter parking lot landscaping, it is feasible that the landscaping comply with the landscaping requirement identified. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. **The applicant can assure this standard is met through Condition of Approval 27.**

17.52.060 C. Parking Area/Ruilding Ruffer Parking areas shall be separated from the exterior wa

17.52.060.C Parking Area/Building Buffer. Parking areas shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:

- 1. Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:
- a. Trees spaced a maximum of thirty-five feet apart;
- b. Ground cover such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
- c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or 2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.

Finding: Complies with Condition. The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included a landscaped area in excess of 5 feet wide between the parking lot and the existing building on the eastern portion of the site. However, there is no note that limits bark except under the canopy of shrubs and within 2 feet of the base of trees. As the applicant has identified sufficient space for the parking area/building buffer landscaping, it is feasible that the landscaping comply with the landscaping requirement identified. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. **The applicant can assure this standard is met through Condition of Approval 28.**

17.52.060.D Interior Parking Lot Landscaping. Surface parking lots shall have a minimum ten percent of the interior of the gross area of the parking lot devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum total site landscaping required by Section 17.62.050(1) unless otherwise permitted by

the dimensional standards of the underlying zone district. Pedestrian walkways or any impervious surface in the landscaped areas are not to be counted in the percentage. Interior parking lot landscaping shall include:

- a. A minimum of one tree per six parking spaces.
- b. Ground cover, such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.
- c. Shrubs spaced no more than four feet apart on average.
- d. No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of ten feet in length.
- e. Pedestrian walkways shall have shade trees spaced a maximum of every thirty-five feet in a minimum three-foot by five-foot tree wells; or

Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

Finding: Complies with Conditions. The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included 56 parking stalls with 10 interior parking lot landscaping trees. The landscaping plan includes no more than eight contiguous stalls without a landscape island and a mix of vegetation.

The spacing of shrubs within the interior parking lot landscaping does not comply with this standard and the applicant did not identify the percentage of the interior parking lot landscaping for the proposed parking lot. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. The applicant can assure this standard is met through Condition of Approval 29.

17.52.070 Alternative landscaping plan.

Finding: Not Applicable. The applicant has not proposed an alternative landscaping plan.

17.52.080 Maintenance The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of the site including but not limited to the off-street parking and loading spaces, bicycle parking and all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.

All plant growth in interior landscaped areas shall be controlled by pruning, trimming, or otherwise so that:

- a. It will not interfere with the maintenance or repair of any public utility;
- b. It will not restrict pedestrian or vehicular access; and
- c. It will not constitute a traffic hazard due to reduced visibility.

Finding: Complies as Proposed. The applicant indicated compliance with this standard.

CHAPTER 17.62 SITE PLAN AND DESIGN REVIEW

17.62.050 Standards.

17.62.050.A.1. Landscaping, A minimum of fifteen percent of the lot shall be landscaped. Existing native vegetation shall be retained to the maximum extent practicable. All plants listed on the Oregon City Nuisance Plant List shall be removed from the site prior to issuance of a final occupancy permit for the building. Finding: Complies with Condition. A site plan displaying all landscaping onsite demonstrates that 277,623 square feet of the 769,757 square foot site (36%) is landscaped. However, the site plan shows the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. The applicant can meet this standard by complying with Condition of Approval 4.

17.62.050.A.1.a. Except as allowed elsewhere in the zoning and land division Chapters of this Code, all areas to be credited towards landscaping must be installed with growing plant materials. A reduction of up to twenty-five percent of the overall required landscaping may be approved by the community development director if the same or greater amount of pervious material is incorporated in the non-parking lot portion of the site plan (pervious material within parking lots are regulated in OCMC 17.52.070).

Finding: Complies as Proposed. The applicant did not request a reduction in landscaping.

17.62.050.A.1.b. Pursuant to Chapter 17.49, landscaping requirements within the Natural Resource Overlay District, other than landscaping required for parking lots, may be met by preserving, restoring and permanently protecting native vegetation and habitat on development sites.

Finding: Please refer to the analysis in OCMC 17.49 of this report.

17.62.050.A.1.c. The landscaping plan shall be prepared by a registered landscape architect and include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the Landscape area. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. The community development department shall maintain a list of trees, shrubs and vegetation acceptable for landscaping.

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, dated January 31, 2012 prepared by Dean A Christensen, a registered landscape architect with Vala Christensen, Landscape Architect. The plan did not identify that within three years will cover one hundred percent of the Landscape area or limit mulch, bark chips, or similar materials at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. The applicant can satisfy this standard with Condition of Approval 30.

17.62.050.A.1.d. For properties within the Downtown Design District, or for major remodeling in all zones subject to this Chapter, landscaping shall be required to the extent practicable up to the ten percent requirement.

Finding: Not Applicable. The site is not within the Downtown Design District.

17.62.050.A.1.e. *Landscaping shall be visible from public thoroughfares to the extent practicable.* **Finding: Complies as Proposed.** The Detailed Development Plan includes installation of a parking lot adjacent to an existing parking lot which will be upgraded. The landscaping is distributed throughout the site and is visible from the right-of-way.

17.62.050.A.1.f. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum, unless otherwise permitted by the dimensional standards of the underlying zone district.

Finding: Not Applicable. OCMC Chapter 17.31.060.G does not prohibit the interior parking lot landscaping from being counted towards the 15% minimum.

17.62.050.A.2. Vehicular Access and Connectivity.

17.62.050.A.2.a. Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.

Finding: Complies as Proposed. The proposed parking lot is not located in front of a building location.

17.62.050.A.2.b. Ingress and egress locations on public thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.

Finding: Complies as Proposed. The applicant proposed a single ingress/egress for the parking lot from Davis Road.

17.62.050.A.2.c. Alleys or vehicular access easements shall be provided in the following Districts: R-2, MUC-1, MUC-2, MUD and NC zones unless other permanent provisions for access to off-street parking and loading facilities are approved by the decision-maker. The corners of alley intersections shall have a radius of not less than ten feet.

Finding: Not Applicable. The subject site is within the "MUE" Mixed Use Employment District.

17.62.050.A.2.d. On corner lots, the driveway(s) shall be located off of the side street (unless the side street is an arterial) and away from the street intersection.

Finding: Complies as Proposed. The subject site is a corner lot, with access from Davis Street, with no access from Division Street.

17.62.050.A.2.e. Sites abutting an alley shall be required to gain vehicular access from the alley. Finding: Not Applicable. The subject site does not abut an alley.

17.62.050.A.2.f. Where no alley access is available, the development shall be configured to allow only one driveway per frontage. Shared driveways shall be required as needed to accomplish the requirements of this section. The driveway shall be located to one side of the lot and away from the center of the site. The location and design of pedestrian access from the public sidewalk shall be emphasized so as to be clearly visible and distinguishable from the vehicular access to the site. Special landscaping, paving, lighting, and architectural treatments may be required to accomplish this requirement.

Finding: Complies as Proposed. The parking lot alteration includes three frontages and a single driveway located on Davis Street.

17.62.050.A.2.g. Development of large sites (more than two acres) shall be required to provide existing or future connections to adjacent sites through the use of a vehicular and pedestrian access easements where applicable.

Finding: Complies with Condition. The Master Plan utilizes access across adjacent parcels, but it is unknown if an easement existing to provides such access. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. **The applicant can satisfy this standard with Condition of Approval 31.**

17.62.050.A.2.h. Parking garage entries (both individual, private and shared parking garages) shall not dominate the streetscape. They shall be designed and situated to be ancillary to the use and architecture of the ground floor. This standard applies to both public garages and any individual private garages, whether they front on a street or private interior access road.

Finding: Not Applicable. The applicant has not proposed to construct a parking garage with the proposed development.

17.62.050.A.2.i. Buildings containing above-grade structured parking shall screen such parking areas with landscaping or landscaped berms, or incorporate contextual architectural elements that complement adjacent buildings or buildings in the area. Upper level parking garages shall use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.

Finding: Not Applicable. The applicant has not proposed to construct a structured parking lot.

17.62.050.A.3. Building structures shall be complimentary to the surrounding area. All exterior surfaces shall present a finished appearance. All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades or decking shall be prohibited.

Finding: Complies as Proposed. The applicant has not proposed to construct any buildings with the proposed development. The development application includes an upgrade an expansion of a nonconforming parking lot which will comply with the parking lot standards within the Oregon City Municipal Code.

17.62.050.A.4. This standard requires that grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.

Finding: Complies with Conditions. The applicant noted that a minimum amount of grading is required for this project. The grading shall be reviewed by the Development Services Department upon submission of a grading permit onsite. All grading activities shall comply with Chapter 3 of the City of Oregon City Stormwater and Grading Design Standards. In addition, the applicant shall comply with Engineering Policy 00-01. **The applicant can meet this standard through Conditions of Approval 6 and 11.**

17.62.050.A.5. This section requires that development subject to the requirements of the Geologic Hazard overlay district shall comply with the requirements of that district.

Finding: Please refer to the analysis in Chapter 17.44 of this report.

17.62.050.A.6. Drainage shall be provided in accordance with city's drainage master plan, Chapter 13.12, and the public works stormwater and grading design standards.

Finding: Complies with Conditions. Stormwater mains exist bordering the site. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the Applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. The use of Lynchstyle catch basins for water quality is required for all new/revised parking lots. Stormwater detention is required. Water quality treatment will be achieved by means of any number of water quality features such as green roofs, vegetated swale, flow-thru planter box, or other LID system that will be designed per City of Oregon City Design Standards. **The applicant can meet this standard through Conditions of Approval 8, 9, 10, 11 and 12.**

17.62.050.A.7. This standard requires the development shall comply with City's parking standards as provided in Chapter 17.52.

Finding: Please see the analysis in Chapter 17.52 of this report.

17.62.050.A.8. This section requires that sidewalks and curbs shall be provided in accordance with the city's standards.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i within this report.

17.62.050.A.9.a. A well-marked, continuous and protected on-site pedestrian circulation system meeting the following standards shall be provided:

Pathways between all building entrances and the street are required. Pathways between the street and buildings fronting on the street shall be direct. Exceptions may be allowed by the director where steep slopes or protected natural resources prevent a direct connection or where an indirect route would enhance the design and/or use of a common open space.

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe

access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. Per OCMC Chapter 17.58, the applicant is required to review and upgrade the existing pedestrian circulation onsite with Phase 2 and 3 of the Master Plan. **The applicant can meet this standard by complying with condition of approval 7.**

17.62.050.A.9.b. The pedestrian circulation system shall connect all main entrances on the site. For buildings fronting on the street, the sidewalk may be used to meet this standard. Pedestrian connections to other areas of the site, such as parking areas, recreational areas, common outdoor areas, and any pedestrian amenities shall be required.

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. The applicant can meet this standard by complying with condition of approval 7.

17.62.050.A.9.c. Elevated external stairways or walkways, that provide pedestrian access to multiple dwelling units located above the ground floor of any building are prohibited. The community development director may allow exceptions for external stairways or walkways located in, or facing interior courtyard areas provided they do not compromise visual access from dwelling units into the courtyard.

Finding: Not Applicable. The site does not contain a dwelling unit.

17.62.050.A.9.d. The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

17.62.050.A.9.e. The pedestrian circulation system shall connect the principal building entrance to those of buildings on adjacent commercial and residential sites where practicable. Walkway linkages to adjacent developments shall not be required within industrial developments or to industrial developments or to vacant industrially-zoned land.

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. The applicant can meet this standard by complying with condition of approval 7.

17.62.050.A.9.f. On-site pedestrian walkways shall be hard surfaced, well drained and at least five feet wide. Surface material shall contrast visually to adjoining surfaces. When bordering parking spaces other than spaces for parallel parking, pedestrian walkways shall be a minimum of seven feet in width unless curb stops

are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel. Pedestrian walkways that cross drive isles or other vehicular circulation areas shall utilize a change in textual material or height to alert the driver of the pedestrian crossing area. Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. The applicant can meet this standard by complying with condition of approval 7.

17.62.050.A.10. This standard requires adequate means to ensure continued maintenance and necessary normal replacement of common facilities and areas, drainage ditches, streets and other ways, structures, recreational facilities, landscaping, fill and excavation areas, screening and fencing, groundcover, garbage storage areas and other facilities not subject to periodic maintenance by the city or other public agencies. **Finding: Complies with Condition.** The applicant did not respond to this criterion. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. The applicant can meet this standard by complying with condition of approval 32.

17.62.050.A.11. This standard requires that site planning shall conform to the requirements of Oregon City Municipal Code Chapter 17.41—Tree Protection.

Finding: Please refer to the analysis in Chapter 17.41 of this report.

17.62.050.A.12. This standard requires compliance with the Natural Resource Overlay District when applicable.

Finding: Please refer to the analysis in Chapter 17.49 of this report.

17.62.050.A.13. This standard requires that all development shall maintain compliance with applicable Federal, State, and City standards pertaining to air, water, odor, heat, glare, noise and vibration, outdoor storage, and toxic material.

Finding: Complies as Proposed. The applicant indicted compliance with this standard.

17.62.050.A.14. Adequate public water and sanitary sewer facilities sufficient to serve the proposed or permitted level of development shall be provided. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development. Service providers shall be presumed correct in the evidence, which they submit. All facilities shall be designated to city standards as set out in the city's facility master plans and public works design standards. A development may be required to modify or replace existing off-site systems if necessary to provide adequate public facilities. The city may require over sizing of facilities where necessary to meet standards in the city's facility master plan or to allow for the orderly and efficient provision of public facilities and services. Where over sizing is required, the developer may request reimbursement from the city for over sizing based on the city's reimbursement policy and fund availability, or provide for recovery of costs from intervening properties as they develop.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.C.3 of this report.

17.62.050.A.15. This standard requires that all traffic related impacts should be mitigated. The traffic mitigation elements may include adequate right-of-way improvements, pedestrian ways, and bike routes. The proposal shall demonstrate consistency with the Oregon City Transportation System Plan (TSP).

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

17.62.050.A.16. If Tri-Met, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, bus landing pad or transit stop connection be constructed at the time of development, the review authority shall require such improvement, using designs supportive of transit use.

Finding: Complies as Proposed. Transit operates on the abutting portion of Division Street, with a bus stop adjacent to the site. The applicant submitted comments from Tri-Met confirming the location of the transit stop as appropriate. No concerns regarding the application were expressed.

17.62.050.A.17. This standard requires that all utilities shall be placed underground.

Finding: Complies as Proposed. The applicant indicated that all utilities would be placed underground.

17.62.050.A.18. Access and facilities for physically handicapped people shall be incorporated into the site and building design consistent with applicable federal and state requirements, with particular attention to providing continuous, uninterrupted access routes.

Finding: Complies as Proposed. The Building Division will review the proposal for compliance with applicable building codes upon submission of a building permit application.

17.62.050.A.19. This standard requires minimum densities for residential developments.

Finding: Not Applicable. This project is not a residential development.

17.62.050.A.20. *Screening of Mechanical Equipment:*

Finding: Not Applicable. The applicant did not propose to install mechanical equipment with the proposed development.

17.62.050.A.21. *Building Materials*.

Finding: Not Applicable. The development proposal does not include construction of a building.

17.62.050.A.22. Conditions of Approval. The review authority may impose such conditions as it deems necessary to ensure compliance with these standards and other applicable review criteria.

Finding Complies. As demonstrated within this report, the proposal will comply with the standards of the Oregon City Municipal Code with conditions.

17.62.055 - Institutional and commercial building standards.

17.62.055.**B.** Applicability. In addition to Section 17.62.050 requirements, institutional and commercial buildings shall comply with design standards contained in this section.

Finding: Applicable. The subject site is developed as a hospital within the Mixed Use Employment District.

17.62.055.C. Relationship between zoning district design standards and requirements of this section.

<u>17.62.055.</u>C.1. Building design shall contribute to the uniqueness of the underlying zoning district by applying appropriate materials, elements, features, color range and activity areas tailored specifically to the site and its context.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

<u>17.62.055.</u>C .2 A standardized prototype or franchise design shall be modified if necessary to meet the provisions of this section.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

<u>17.62.055.</u>C.3. In the case of a multiple building development, each individual building shall include predominant characteristics, architectural vocabulary and massing shared by all buildings in the development so that the development forms a cohesive place within the underlying zoning district or community.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

<u>17.62.055.</u>C.4 With the exception of standards for building orientation and building front setbacks, in the event of a conflict between a design standard in this section and a standard or requirement contained in the underlying zoning district, the standard in the zoning district shall prevail.

Finding: Not Applicable. A conflict between the design standards and a standard in the underlying district does not exist.

<u>17.62.055.</u>C.5 On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D.

Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. **The applicant can meet this standard by complying with Condition of Approval 33.**

17.62.055.D.1 Relationship of Buildings to Streets and Parking.

Finding: Not Applicable. The Master Plan included approximate locations of future structures and additions which appear to demonstrate greater compliance with this standard. Future phases of the Master Plan shall be reviewed for compliance with this standard. The applicant did not propose to construct a new building with the Detailed Development Plan.

<u>17.62.055</u>.**D.2** The front most architecturally significant facade shall be oriented toward the street and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.D.3 Entryways.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

<u>17.62.055.</u>D.4 Where additional stores will be located in the large retail establishment, each such store shall have at least one exterior customer entrance, which shall conform to the same requirements.

Finding: Not Applicable. The proposed development is not within a large retail establishment.

<u>17.62.055</u>.**D.5** Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk. Awnings shall be no longer than a single storefront.

Finding: Not Applicable. The applicant has not proposed to construct a trellis, canopy or awning into the public right-of-way.

17.62.055.E *Corner Lots.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the Detailed Development Plan for Phase 1 of the Master Plan. All future construction shall demonstrate compliance with this standard.

17.62.055.F Commercial First Floor Frontage.

In order to ensure that the ground floor of structures have adequate height to function efficiently for retail uses, the first floor height to finished ceiling of new infill buildings in the mixed use and neighborhood commercial districts shall be no lower than fourteen feet floor to floor. Where appropriate, the exterior facade at the ceiling level of new structures shall include banding, a change of materials or relief which responds to the cornice lines and window location of existing buildings that abut new structures.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.G. Variation in Massing.

A single, large, dominant building mass shall be avoided in new buildings and, to the extent reasonably feasible, in development projects involving changes to the mass of existing buildings.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.HMinimum Wall Articulation.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.I. Facade Transparency.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.J *Roof Treatments.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.K *Drive-through facilities shall:*

- 1. Be located at the side or rear of the building.
- 2. Be designed to maximize queue storage on site.

Finding Not Applicable. The proposed development does not include the installation of a drive through facility.

17.62.065 Outdoor Lighting

17.62.065 .**B** Applicability.

Finding: Complies. The applicant proposed to install exterior lighting with this proposed development. The development is subject to the standards in OCMC 17.62.065.

17.62.065 .C General Review Standard. If installed, all exterior lighting shall meet the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. For purposes of this section, properties that comply with the design standards of subsection D. below shall be deemed to not adversely affect adjacent properties or the community.

Finding: Refer to the analysis in 17.62.065.D within this report.

17.62.065 .D Design and Illumination Standards.

General Outdoor Lighting Standard and Glare Prohibition.

17.62.065 .D.1 Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 footcandle to illumination levels at any point off-site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:

Finding: Complies as Proposed. The applicant submitted a photometric plan for the proposed lighting alterations within the parking lot (Exhibit 2). The plan did not identify glare on adjacent properties more than 0.5 footcandles.

17.62.065 .D.2 Any light source or lamp that emits more than nine hundred lumens (thirteen watt compact fluorescent or sixty watt incandescent) shall be concealed or shielded with a full cut-off style fixture in order to minimize the potential for glare and unnecessary diffusion on adjacent property. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungstenhalogen), or high pressure sodium with a color rendering index above seventy.

Finding: Complies as Proposed. The applicant indicated compliance with this criterion.

17.62.065 .D.3 The maximum height of any lighting pole serving a multi-family residential use shall be twenty feet. The maximum height serving any other type of use shall be twenty-five feet, except in parking lots larger than five acres, the maximum height shall be thirty-five feet if the pole is located at least one hundred feet from any residential use.

Finding: Not Applicable. The applicant did not propose multi-family residential development.

17.62.065 .**D.4** Lighting levels:

Table 1-17.62.065. Foot-candle Levels

Location	Max
Pedestrian Walkways	7:1 max/min ratio
Pedestrian Walkways in Parking Lots	10:1 max/min ratio
Pedestrian Accessways	7:1 max/min ratio
Building Entrances	
Bicycle Parking Areas	
Abutting property	.05

Finding: Complies with Condition. The applicant submitted a photometric plan which appeared to comply with the lighting levels identified in OCMC 17.62.065. However, the applicant is required to install a pedestrian walkway within the proposed parking lot. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. **The applicant can meet this standard through Condition of Approval 34.**

17.62.065 .D .5 Parking lots and other background spaces shall be illuminated as unobstrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.

Finding: Please refer to the analysis in 17.62.065.D.4.

17.62.065 .D .6 Any on-site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1. Finding: Please refer to the analysis in 17.62.065.D.4.

17.62.065 .D.7 Pedestrian Accessways. To enhance pedestrian and bicycle safety, pedestrian accessways required pursuant to OCMC 12.28 shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances. Lamps shall include a high-pressure sodium bulb with an unbreakable lens. Finding: Complies with Condition. The development proposal did not include installation of a pedestrian accessway. However, as demonstrated within this report the applicant is required to install a pedestrian walkway within the proposed parking lot. Prior to issuance of a building permit associated with the development the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. The applicant can meet this standard through Condition of Approval 34.

17.62.065 .D.8 Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.

Finding: Not Applicable. No floodlights are proposed.

17.62.065 .D.9 Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy. Finding: Not Applicable. No canopy lighting is proposed.

17.62.065 .D.10 The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the site.

Finding: Complies as Proposed. The applicant indicated that the proposed fixtures match the existing fixtures onsite.

17.62.065 .D.11 In no case shall exterior lighting add more than one foot-candle to illumination levels at any point off-site.

Finding: Complies as Proposed. The applicant submitted a photometric plan for the proposed lighting alterations within the parking lot (Exhibit 2). The plan did not identify glare on adjacent properties more than 0.5 footcandles.

17.62.065 .D .12 All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.

Finding: Complies as Proposed. The applicant indicated that all outdoor lighting in this application is for the purposes of security and ease of use for the parking lot.

17.62.065 .D.13 Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a narrow cone beam of light that will not extend beyond the illuminated object. Finding: Not Applicable. No flags, statues, or any other objects mounted on a pole, pedestal, or platform are proposed.

17.62.065 .D.14 For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.

Finding: Not Applicable. No upward directed lighting is proposed.

17.62.065 .D.15 No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.

Finding: Complies as Proposed. The applicant indicated that no flickering or flashing lights are proposed.

17.62.065 .D.16 Wireless Sites.

Finding: Not Applicable. This section relates to wireless sites, and does not apply.

17.62.065 .D .17 Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, provided that such uses comply with the following standards:

i. Maximum permitted light post height: eighty feet.

ii . Maximum permitted illumination at the property line: 0.5 foot-candles

Finding: Not Applicable. This section applies to outdoor recreation sites, and does not apply.

17.62.080 *Special Development along Transit Streets*

17.62.080.B. Applicability. Except as otherwise provide in this section, the requirements of this section shall apply to the construction of new retail, office and institutional buildings which front on a transit street. Finding: Complies. The abutting portion of Division Street which supports bus routes.

17.62.080.C

- 1. All buildings shall have at least one main building entrance oriented towards the transit street. A main building entrance is oriented toward a transit street if it is directly located on the transit street, or if it is linked to the transit street by an on-site pedestrian walkway that does not cross off-street parking or maneuvering areas.
- a. If the site has frontage on more than one transit street, or on a transit street and a street intersecting a transit street, the building shall provide one main building entrance oriented to the transit street or to the corner where the two streets intersect.
- b. For building facades over three hundred feet in length on a transit street, two or more main building entrances shall be provided as appropriate and oriented towards the transit street.
- 2. Main building entrances shall be well lighted and visible from the transit street. The minimum lighting level for building entries shall be three foot-candles. Lighting shall be a pedestrian scale with the source light shielded to reduce glare.
- 3. In the event a requirement of this section conflicts with other requirements in Title 17, the requirements of this section shall control.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.080.D Exemptions. The following permitted uses are exempted from meeting the requirements of subsection C. of this section:

- 1. Heavy equipment sales;
- 2. Motor vehicle service stations, including convenience stores associated therewith;
- 3. Solid waste transfer stations; and
- 4. Truck stops, including convenience stores, eating or drinking establishments, overnight accommodations or other similar services associated therewith. A use found by the community development director to be similar to the exempt uses above.

Finding: Not Applicable. The applicant has not proposed an exempted use.

17.62.085 Refuse and Recycling Standards for commercial, industrial and multi-family developments The purpose and intent of these provisions is to provide an efficient, safe and convenient refuse and recycling enclosure for the public as well as the local collection firm. All new development, change in property use, expansions or exterior alterations to uses other than single-family or duplex residences shall include a refuse and recycling enclosure.

Finding: Not Applicable. The subject site utilized as a hospital, an institutional site which is no subject to this standard.

Chapter 12.04 STREETS, SIDEWALKS AND PUBLIC PLACES

12.04.005 Jurisdiction and management of the public rights-of-way

Finding: Complies with Condition. The adjacent right-of-way is under the jurisdiction of Oregon City. The City has approved all changes to the right-of-way identified within this report. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. **The applicant can meet this standard through Condition of Approval 37.**

12.04.010 Construction specifications – improved streets

All sidewalks hereafter constructed in the city on improved streets shall be constructed to city standards and widths required in the Oregon City Transportation System Plan. The curb shall be constructed at the same time as the construction of the sidewalk and shall be located as provided in the ordinance authorizing the improvement of said street next proceeding unless otherwise ordered by the city commission. Both sidewalks and curbs are to be constructed according to plans and specifications provided by the city engineer.

Finding: Complies as Proposed. The applicant indicated compliance the Oregon City street design standards.

12.04.020 Construction specification – unimproved streets

Finding: Not Applicable. The site does not abut an unimproved street.

12.04.025 Street design – Curb cuts

Finding: Complies as Proposed. The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis Road. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

12.04.030 – Maintenance and repair

The owner of land abutting the street where a sidewalk has been constructed shall be responsible for maintaining said sidewalk and abutting curb, if any, in good repair.

Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.031 Liability for sidewalk injuries

- A. The owner or occupant of real property responsible for maintaining the adjacent sidewalk shall be liable to any person injured because of negligence of such owner or occupant in failing to maintain the sidewalk in good condition.
- B. If the city is required to pay damages for an injury to persons or property caused by the failure of a person to perform the duty that this ordinance imposes, the person shall compensate the city for the amount of the damages paid. The city may maintain an action in a court of competent jurisdiction to enforce this section. Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.032 Required sidewalk repair

- A. When the public works director determines that repair of a sidewalk is necessary he or she shall issue a notice to the owner of property adjacent to the sidewalk.
- B. The notice shall require the owner of the property adjacent to the defective sidewalk to complete the repair of the sidewalk within ninety days after the service of notice. The notice shall also state that if the repair is not made by the owner, the City may do the work and the cost of the work shall be assessed against the property adjacent to the sidewalk.
- C. The public works director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the public works director shall cause a

copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.

D. The person serving the notice shall file with the city recorder a statement stating the time, place and manner of service or notice.

Finding: Complies as Proposed. The adjacent right-of-way is under the jurisdiction of Oregon City. The City has approved all changes to the right-of-way identified within this report.

12.04.033 city may do work

If repair of the sidewalk is not completed within ninety days after the service of notice, the public works director shall carry out the needed work on the sidewalk. Upon completion of the work, the public works director shall submit an itemized statement of the cost of the work to the finance director. The city may, at its discretion, construct, repair or maintain sidewalks deemed to be in disrepair by the public works director for the health, safety and general welfare of the residents of the city.

Finding: Not Applicable. The City has not proposed to do sidewalk repairs with this development.

12.04.034 Assessment of costs

Upon receipt of the report, the finance director shall assess the cost of the sidewalk work against the property adjacent to the sidewalk. The assessment shall be a lien against the property and may be collected in the same manner as is provided for in the collection of street improvement assessment.

Finding: Not Applicable. The City has not proposed to do sidewalk repairs with this development.

12.04.040 Streets - Enforcement

Any person whose duty it is to maintain and repair any sidewalk, as provided by this Chapter, and who fails to do so shall be subject to the enforcement procedures of Chapters 1.16, 1.20 and 1.24. Failure to comply with the provisions of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Not Applicable. The subject site is not under enforcement action at this time.

12.04.045 Street design – Constrained local streets and/or rights-of-way

Finding: Not Applicable. No constrained streets are proposed or required.

12.04.050 Retaining walls - Required

Every owner of a lot within the city, abutting upon an improved street, where the surface of the lot or tract of land is above the surface of the improved street and where the soil or earth from the lot, or tract of land is liable to, or does slide or fall into the street or upon the sidewalk, or both, shall build a retaining wall, the outer side of which shall be on the line separating the lot, or tract of land from the improved street, and the wall shall be so constructed as to prevent the soil or earth from the lot or tract of land from falling or sliding into the street or upon the sidewalk, or both, and the owner of any such property shall keep the wall in good repair.

Finding: Not Applicable. The applicant did not propose to install a retaining wall in the public right-of-way.

Finding: Not Applicable. The applicant did not propose to install a retaining wall in the public right-of-way. Future retaining walls within the right-of-way are subject to compliance with this standard.

12.04.060 Retaining walls- Maintenance

When a retaining wall is necessary to keep the earth from falling or sliding onto the sidewalk or into a public street and the property owner or person in charge of that property fails or refuses to build such a wall, such shall be deemed a nuisance. The violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Not Applicable. The applicant did not propose to install a retaining wall in the public right-of-way.

12.04.070- Removal of sliding dirt.

It shall be the duty of the owner of any property as mentioned in Section 12.04.050, and in case the owner is a nonresident, then the agent or other person in charge of the same, to remove from the street or sidewalk or both

as the case may be, any and all earth or dirt falling on or sliding into or upon the same from the property, and to build and maintain in order at all times, the retaining wall as herein required; and upon the failure, neglect or refusal of the land owner, the agent or person in charge of the same to clean away such earth or dirt, falling or sliding from the property into the street or upon the sidewalk, or both, or to build the retaining wall, shall be deemed guilty of a misdemeanor.

Finding: Not Applicable. The applicant has not proposed and is not required to remove sliding dirt with this application.

12.04.080 - Excavations—Permit required.

It shall be unlawful for any person to dig up, break, excavate, disturb, dig under or undermine any public street or alley, or any part thereof or any macadam, gravel, or other street pavement or improvement without first applying for and obtaining from the engineer a written permit so to do.

Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.090 - Excavations—Permit restrictions.

The permit shall designate the portion of the street to be so taken up or disturbed, together with the purpose for making the excavation, the number of days in which the work shall be done, and the trench or excavation to be refilled and such other restrictions as may be deemed of public necessity or benefit.

Finding: Not Applicable. The City shall review a permit upon submittal.

12.040.095 - Street Design—Curb Cuts.

To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents **Finding: Complies as Proposed.** The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

12.04.100 - Excavations—Restoration of pavement.

Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to put the street or alley in as good condition as it was before it was so broken, dug up or disturbed, and shall remove all surplus dirt, rubbish, or other material from the street or alley.

Finding: Applies. The applicant is subject to this standard.

12.04.110 - Excavations—Nuisance—Penalty.

Any excavation in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Not Applicable. All excavations will comply with this Chapter via the conditions of approval.

12.04.120 - Obstructions—Permit required.

Finding: Not Applicable. The applicant has not proposed an obstruction within the right-of-way in this application.

12.04.130 - Obstructions—Sidewalk sales.

- A. It is unlawful for any person to use the public sidewalks of the city for the purpose of packing, unpacking or storage of goods or merchandise or for the display of goods or merchandise for sale. It is permissible to use the public sidewalks for the process of expeditiously loading and unloading goods and merchandise.
- B. The city commission may, in its discretion, designate certain areas of the city to permit the display and sale of goods or merchandise on the public sidewalks under such conditions as may be provided.

Finding: Not Applicable. The applicant has not proposed a sidewalk sale with this application.

12.04.140 - Obstructions—Nuisance—Penalty.

Any act or omission in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.150 - Street and alley vacations—Cost.

At the time of filing a petition for vacation of a street, alley or any part thereof, a fee as established by city commission resolution shall be paid to the city.

Finding: Not Applicable. The applicant has not proposed a street or alley vacation with this application.

12.04.160 - Street vacations—Restrictions.

The commission, upon hearing such petition, may grant the same in whole or in part, or may deny the same in whole or in part, or may grant the same with such reservations as would appear to be for the public interest, including reservations pertaining to the maintenance and use of underground public utilities in the portion vacated.

Finding: Not Applicable. The applicant has not proposed a street or alley vacation with this application.

12.04.170 - Street design—Purpose and general provisions.

All development shall be in conformance with the policies and design standards established by this Chapter and with applicable standards in the city's public facility master plan and city design standards and specifications. In reviewing applications for development, the city engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development must be reviewed and approved by the city engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction. Finding: Complies as Proposed. The applicant indicated compliance the Oregon City street design standards.

12.04.175 - *Street design—Generally.*

The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. Where location is not shown in the development plan, the arrangement of streets shall either:

- A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;
- B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Access control in accordance with section 12.04.200 shall be required to preserve the objectives of street extensions.

Finding: The site is currently developed with existing sidewalks on the development areas except along the northern part of the parking lot expansion. Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for each phase.

12.04.180 - Street design—Minimum right-of-way.

All development shall provide adequate right-of-way and pavement width. Adequate right-of-way and pavement width shall be provided by:

A. Complying with the street design standards contained in the table provided in Chapter 12.04. The street design standards are based on the classification of streets that occurred in the Oregon City Transportation

System Plan (TSP), in particular, the following TSP figures provide the appropriate classification for each street in Oregon City: Figure 5-1: Functional Classification System and New Roadway Connections; Figure 5-3: Pedestrian System Plan; Figure 5.6: Bicycle System Plan; and Figure 5.7: Public Transit System Plan. These TSP figures from the Oregon City Transportation System Plan are incorporated herein by reference in order to determine the classification of particular streets.

Table 12.04.020 STREET DESIGN STANDARDS			
Type of Street	Maximum Right-of-Way Width	Pavement Width	
Major arterial	124 feet	98 feet	
Minor arterial	114 feet	88 feet	
Collector street	86 feet	62 feet	
Neighborhood Collector street	81 feet	59 feet	
Local street	54 feet	32 feet	
Alley	20 feet	16 feet	

B. The applicant may submit an alternative street design plan that varies from the street design standards identified above. An alternative street design plan may be approved by the city engineer if it is found the alternative allows for adequate and safe traffic, pedestrian and bicycle flows and transportation alternatives and protects and provides adequate multi-modal transportation services for the development as well as the surrounding community.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report for full details of required improvements for each phase.

12.04.185 - Street design—Access control.

- A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the city as a city controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.
- B. The city may grant a permit for the adjoining owner to access through the access control.
- C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."
- A. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."

Finding: Complies as Proposed. The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

12.04.190 - Street design—Alignment.

The centerline of streets shall be:

- A. Aligned with existing streets by continuation of the centerlines; or
- A. Offset from the centerline by no more than ten feet, provided appropriate mitigation, in the judgment of the city engineer, is provided to ensure that the offset intersection will not pose a safety hazard.

Finding: Not Applicable. The applicant has not proposed a street alignment with this application.

12.04.195 - Minimum street intersection spacing standards.

Finding: Not Applicable. The applicant has not proposed and is not required to install a new intersection with this development.

12.04.200 - Street design—Constrained local streets and/or rights-of-way.

Finding: Not Applicable. The development proposal does not include a constrained street.

12.04.205 - Intersection level of service standards.

When reviewing new developments, the City of Oregon City requires all relevant intersections to be maintained at the minimum acceptable Level Of Service (LOS) upon full build-out of the proposed development. The minimum acceptable LOS standards are as follows:

- A. For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.
- B. For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.
- C. For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

12.04.210 - Street design—Intersection angles.

Finding: Not Applicable. The applicant has not proposed and is not required to redesign an intersection.

12.04.215 - Street design—Off-site street improvements.

During consideration of the preliminary plan for a development, the decision maker shall determine whether existing streets impacted by, adjacent to, or abutting the development meet the city's applicable planned minimum design or dimensional requirements. Where such streets fail to meet these requirements, the decision-maker shall require the applicant to make proportional improvements sufficient to achieve conformance with minimum applicable design standards required to serve the proposed development.

Finding: Not Applicable. The applicant has not proposed and the City is not requiring off-site improvements.

12.04.220 - Street design—Half street.

Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker must first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant must construct an additional ten feet of pavement width so as to make the half street safe and usable until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access control as described in [Section] 12.04.200 may be required to preserve the objectives of half streets.

Finding: Not Applicable. A half street is not proposed or existing adjacent to the site.

12.04.225 - Street design—Cul-de-sacs and dead-end streets.

Finding: Not Applicable. A cul-de-sac or dead end is not proposed or required.

12.04.230 - Street design—Street names.

Finding: Not Applicable. A new street is not proposed or existing with the proposed development.

12.04.235 - Street design—Grades and curves.

Grades and center line radii shall conform to the standards in the city's street design standards and specifications.

Finding: Not applicable. A new street is not proposed with the proposed development.

12.04.240 - Street design—Development abutting arterial or collector street.

Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.

Finding: Complies with Condition. The applicant has not proposed and the City has not requiring the applicant to change the location of the existing accessways with this development. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. **The applicant can meet this standard through Condition of Approval 37.**

12.04.245 - Street design—Pedestrian and bicycle safety.

Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.

All crosswalks shall include a large vegetative or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The decision maker may approve an alternative design that achieves the same standard for constrained sites or where deemed unnecessary by the city engineer.

Finding: The site is currently developed sidewalks on all frontages except along the northern half of the proposed parking lot expansion. The applicant proposes to install the missing sidewalk as part of Phase 1. Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for Phase 1.

12.04.255 - Street design—Alleys.

Finding: Not Applicable. The applicant has not proposed to install a new alley with this application.

12.04.260 - Street design—Transit.

Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with Tri-Met where the application impacts transit streets as identified on Figure 5.7: Public Transit System Plan of the Oregon City Transportation System Plan. Pedestrian/bicycle access ways shall be provided as necessary in conformance with the requirements in Section 17.90.220 of this code and Chapter 12.24 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.

Finding: Not Applicable. The applicant has not proposed and is not required to install transit improvements.

12.04.265 - Street design—Planter strips.

All development shall include vegetative planter strips that are five feet in width or larger and located adjacent to the curb. This requirement may be waived or modified if the decision maker finds it is not practicable. The decision maker may permit constrained sites to place street trees on the abutting private property within 10 feet

of the public right-of-way if a covenant is recorded on the title of the property identifying the tree as a city street tree which is maintained by the property owner. Development proposed along a collector, minor arterial, or major arterial street may use tree wells with root barriers located near the curb within a wider sidewalk in lieu of a planter strip, in which case each tree shall have a protected area to ensure proper root growth and reduce potential damage to sidewalks, curbs and gutters.

To promote and maintain the community tree canopy adjacent to public streets, trees shall be selected and planted in planter strips in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining healthy and attractive trees and vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for each phase including the planter strip and street tree requirements.

12.04.270 - Standard construction specifications.

The workmanship and materials for any work performed under permits issued per this Chapter shall be in accordance with the edition of the "Standard Specifications for Public Works Construction," as prepared by the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city, in effect at the time of application. The exception to this requirement is where this Chapter and the Public Works Street Design Drawings provide other design details, in which case the requirements of this Chapter and the Public Works Street Design Drawings shall be complied with. In the case of work within ODOT or Clackamas County rights-of-way, work shall be in conformance with their respective construction standards.

Finding: Complies as Proposed. The applicant indicated compliance the Oregon City street design standards.

Chapter 12.08 PUBLIC AND STREET TREES

<u>12.08.015</u> - Street tree planting and maintenance requirements.

All new construction or major redevelopment shall provide street trees adjacent to all street frontages. Species of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City Street Tree List or be approved by a certified arborist. If a setback sidewalk has already been constructed or the Development Services determines that the forthcoming street design shall include a setback sidewalk, then all street trees shall be installed with a planting strip. If existing street design includes a curbtight sidewalk, then all street trees shall be placed within the front yard setback, exclusive of any utility easement.

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan, dated January 31, 2012, identifying the location of street trees, but not identifying the species. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species within the size of the tree well. **The applicant can meet this standard through Condition of Approval 23.**

<u>12.08.015</u>.A One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage. The community development director may approve an alternative street tree plan if site or other constraints prevent meeting the placement of one street tree per thirty-five feet of property frontage.

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, dated January 31, 2012, for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan. The landscaping plan identified less than 1 street tree for every 35 feet of frontage along the Division Street and Penn Lane frontages.

It is feasible that the applicant revise the landscaping plan to include the proper amount of street trees required along each frontage. The parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan extends along the entire Division Street frontage and along a portion of the Penn Lane frontage. The landscaping plan displays the appropriate number of trees abutting the parking lot on the Penn Lane frontage however, the street improvements, including street trees along eastern portion of the frontage where the future Medical Office Building is identified to be constructed in Phase 3. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot me met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. All future Detailed Development Plans shall demonstrate compliance with this standard. The applicant can meet this standard through Condition of Approval 35.

12.08.015.B The following clearance distances shall be maintained when planting trees:

- 1. Fifteen feet from streetlights;
- 2. Five feet from fire hydrants;
- *3. Twenty feet from intersections;*
- 4. A minimum of five feet (at mature height) below power lines.

Finding: Complies with Condition. The applicant is required to revise the location of the street trees adjacent to the parking lot. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

<u>12.08.015.</u>C All trees shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications.

Finding: Complies as Proposed. The street trees proposed are 2-inches in caliper.

<u>12.08.015.</u>D All established trees shall be pruned tight to the trunk to a height that provides adequate clearance for street cleaning equipment and ensures ADA complaint clearance for pedestrians.

Finding: Complies with Condition. The applicant did not provide a response to this criterion. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

12.08.020 - Street tree species selection.

The community development director may specify the species of street trees required to be planted if there is an established planting scheme adjacent to a lot frontage, if there are obstructions in the planting strip, or if overhead power lines are present.

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, dated January 31, 2012 identifying the location of street trees, but not identifying the species. Prior to issuance of a permit associated with the site, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species within the size of the tree well. **The applicant can meet this standard through Condition of Approval 23.**

<u>12.08.025</u> - General tree maintenance.

Abutting property owners shall be responsible for the maintenance of street trees and planting strips. Topping of trees is permitted only under recommendation of a certified arborist, or other qualified professional, if required by city staff. Trees shall be trimmed appropriately. Maintenance shall include trimming to remove

dead branches, dangerous limbs and to maintain a minimum seven-foot clearance above all sidewalks and tenfoot clearance above the street. Planter strips shall be kept clear of weeds, obstructing vegetation and trash. Finding: Complies with Condition. The applicant did not respond to this section. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. The applicant can meet this standard through Condition of Approval 35.

12.08.030 - Public property tree maintenance.

The city shall have the right to plant, prune, maintain and remove trees, plants and shrubs in all public rights-of-way and public grounds, as may be necessary to ensure public safety or to preserve and enhance the symmetry or other desirable characteristics of such public areas. The natural resources committee may recommend to the community development director the removal of any tree or part thereof which is in an unsafe condition, or which by reason of its nature is injurious to above or below-ground public utilities or other public improvements.

Finding: Complies with Condition. The applicant did not respond to this section. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

<u>12.08.035</u> - Public tree removal.

Finding: Not Applicable. The applicant did not propose and is not required to remove any street trees with this application. The applicant shall submit an application for street tree removal if any street trees are required to be removed to accommodate the proposed construction or conditions of approval.

12.08.040 - Heritage Trees and Groves.

Finding: Not Applicable. The applicant does not have any designated heritage trees or groves onsite and is not proposing or required to designate any trees.

12.08.045 - Gifts and funding.

Finding: Not Applicable. The applicant has not proposed and the City has not required any gift or funding for street trees.

12.08.050 - Violation—Penalty.

The violation of any provision of this Chapter shall be constitute a civil infraction, subject to code enforcement procedures of Chapter 1.16 and/or Chapter 1.20.

Finding: Not Applicable. This application does not include a violation.

<u>CHAPTER 17.54.100 SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS-FENCE, HEDGE & WALLS</u>

Finding: Not Applicable. The applicant has not requested to install a fence, hedge or wall onsite. All future fences, hedges and walls shall be subject to review for compliance with the Oregon City Municipal Code.

CHAPTER 17.58 NONCONFORMING USES, STRUCTURES AND LOTS

Finding: Complies with Condition. The site is currently nonconforming as it does not comply with the current standards for parking lot landscaping, etc. OCMC Chapter 17.58.040.C.2.a requires upgrades to nonconforming portions of the site for additions and exterior alterations more than \$75,000. Per OCMC 17.58, ten percent of the project cost shall be allocated to assuring compliance with pedestrian circulation systems, minimum perimeter parking lot landscaping, minimum interior parking lot landscaping, minimum site landscaping requirements, bicycle parking by upgrading existing racks and providing additional spaces,

screening, and paving of surface parking and exterior storage and display areas. Depending on the cost of construction, it is anticipated that all of the aforementioned nonconforming items would be upgraded within the Master Plan.

The applicant proposed to upgrade an existing parking lot to comply with all standards of the Oregon City Municipal Code with phase 1 of the Master Plan. The nonconforming portions of the site will be reviewed upon review of subsequent Detailed Development Plans implementing Phases 2 and 3. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 36.**

RECOMMENDATION:

Based on the analysis and findings as described above, Staff recommends the Planning Commission conditionally approve Planning files CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment for the properties located at Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201.

EXHIBITS:

- 1. Vicinity Map
- 2. Applicant's Narrative and Site Plan (On-File)
- 3. Staff Report for Conditional Use file CU 03-03
- 4. Staff Report for Site Plan and Design Review file SP03-19
- 5. Comments Submitted by John Replinger, Replinger and Associates
- 6. Engineering Policy 00-01 (On-File)
- 7. Comments submitted by Gail Curtis, Senior Planner at Oregon Department of Transportation
- 8. Comments submitted by Denyse McGriff of the McLoughlin Neighborhood Association
- 9. Comments submitted by Paul Edgar of the Citizen Involvement Committee
- 10. Comments submitted by Tim Powell, Chair of the McLoughlin Neighborhood Association
- 11. Comments submitted by Michael Robinson, dated February 17, 2012
- 12. Comments submitted by Nancy Bush, Code Enforcement Manager

RECOMMENDED CONDITIONS OF APPROVAL

CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment

- 1. The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval.
- 2. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating that the master plan complies with the minimum floor area ratio of 0.25. (*P*)
- 3. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the master plan does not have more than eighty percent site coverage of buildings and parking lots. (*P*)

- 4. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. (*P*)
- 5. The applicant shall install the following public improvements as required.
 - Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - O Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
 - O Phase 3 (West MOB): A 4-foot ROW dedication from 15th Street to 16th Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15th Street and 16th Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
 - O Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
 - Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.
 - 15th Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
 - O Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
 - Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width
 of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street
 trees, and street lighting.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2 and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation

System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. (*P and DS*)

- 6. The applicant is responsible for this project's compliance with Engineering Policy 00-01. (DS)
- 7. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. (*P*)
- 8. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing water lines for new future facilities as required by plumbing code. (DS)
- 9. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code. (DS)
- 10. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. (DS)
- 11. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. (*DS*)
- 12. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. (DS)
- 13. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review. (*DS*)
- 14. The development proposal shall be reviewed for compliance with the Clackamas County Fire Department upon submittal of the Detailed Development Plan. (DS)
- 15. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. (*P*)
- 16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. (*P*)
- 17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. (*P*)
- 18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. (*P*)
- 19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (*P*)

- 20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. (*P*)
- 21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. (*P*)
- 22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. (P)
- 23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. (*P*)
- 24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. (*P*)
- 25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. (*P and DS*)
- 26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. (DS)
- 27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. (*P*)
- 28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. (*P*)
- 29. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. (*P*)
- 30. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. (*P*)
- 31. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. (*P*)
- 32. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. (*P*)
- 33. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. (*P*)

- 34. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. (*P*)
- 35. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot me met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. (*P*)
- 36. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. (*P*)
- 37. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. (DS)

(P) = Verify that condition of approval has been met with the Planning Division. (DS) = Verify that condition of approval has been met with the Development Services Division.



NOTICE OF LAND USE DECISION

DATE OF MAILING OF THE DECISION: March 1, 2012

FILE NO.: CP 11-01: Master Plan

DP 11-03: Detailed Development Plan

NR 11-05: Natural Resource Overlay Exemption

LL 11-07: Lot Line Adjustment

APPLICATION TYPE: Type III

APPLICANT/ Providence Willamette Falls Medical Center

OWNER: C/o Russell Reinhard

1500 Division Street

Oregon City, Oregon 97045

REPRESENTATIVE: Peterson Kolberg & Associates

C/o Steve Kolberg

6969 SW Hampton Street Portland, Oregon 97223

REQUEST: The applicant submitted a Concept (General) Development Plan, Detailed

Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over

the next 10 years and construct a parking lot.

LOCATION: 1500 Division Street, Oregon City, OR 97045

Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400,

2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600

Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201

DECISION: Approval with Conditions.

On February 27, 2012, after reviewing all of the evidence in the record and considering all of the arguments made by the applicant, opponents and interested parties, the Planning Commission concluded by a 5-0 vote that the applications would meet the requirements of each applicable section of the Oregon City Municipal Code as proposed by the applicant or with conditions adopted by the Commission. Therefore, the Planning Commission adopts as their own the staff report with conditions and approves with conditions the application.

The decision of the Planning Commission is final unless appealed to the City Commission within fourteen (14) days following the mailing of this notice. Only persons who participated in the process, either through written comments or public testimony, may appeal this limited land use decision. The request for a hearing shall be in writing. The request for a hearing shall demonstrate how the party is aggrieved or how the proposal does not meet the applicable criteria. The application, decision (including specific

conditions of approval), and supporting documents are available for inspection at the Oregon City Planning Division. Copies of these documents are available (for a fee) upon request.

A city-recognized neighborhood association with standing that is requesting an appeal fee waiver pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.

CONDITIONS OF APPROVAL

CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment

- 1. The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval.
- 2. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating that the master plan complies with the minimum floor area ratio of 0.25. (*P*)
- 3. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the master plan does not have more than eighty percent site coverage of buildings and parking lots. (*P*)
- 4. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. (*P*)
- 5. The applicant shall install the following public improvements as required.
 - Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - O Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
 - O Phase 3 (West MOB): A 4-foot ROW dedication from 15th Street to 16th Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15th Street and 16th Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
 - O Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
 - o Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and

coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.

- 15th Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
 - O Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
- Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2 and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. (*P and DS*)

- 6. The applicant is responsible for this project's compliance with Engineering Policy 00-01. (DS)
- 7. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. (*P*)
- 8. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing water lines for new future facilities as required by plumbing code. (DS)
- 9. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code. (DS)
- 10. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. (DS)
- 11. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. (*DS*)
- 12. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. (DS)
- 13. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review. (*DS*)
- 14. The development proposal shall be reviewed for compliance with the Clackamas County Fire Department upon submittal of the Detailed Development Plan. (DS)
- 15. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot

- does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. (P)
- 16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. (P)
- 17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. (*P*)
- 18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. (*P*)
- 19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (*P*)
- 20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. (*P*)
- 21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. (P)
- 22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. (*P*)
- 23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. (*P*)
- 24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. (*P*)
- 25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. (*P and DS*)
- 26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. (DS)
- 27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. (*P*)
- 28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. (*P*)

- 29. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. (*P*)
- 30. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. (*P*)
- 31. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. (*P*)
- 32. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. (*P*)
- 33. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. (*P*)
- 34. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. (*P*)
- 35. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot me met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. (*P*)
- 36. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. (*P*)
- 37. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. (DS)

(P) = Verify that condition of approval has been met with the Planning Division. (DS) = Verify that condition of approval has been met with the Development Services Division. Providence Willamette Falls Medical Center 1500 Division St. Oregon City, OR 97045 t: 503.656.1631 www.providence.org/oregon



February 17, 2012

To whom it may concern:

In the interest of controlling congestion and being good neighbors, PWFMC has made recent changes to their campus parking policy. The most significant to our neighbors is that employee parking has been restricted on the streets nearest the hospital. We have made the area within three blocks of the campus a "no employee parking" zone. We have also instituted a parking hotline. It is a designated number for neighbors to call and let us know about any vehicles that might be blocking driveways or are parked inappropriately. That number is 503-215-0615. The parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions.

We have made changes to our campus parking to provide for more employee spots on our main campus. We have also assigned areas for short-term parking – two hours or less.

In addition, all PWFMC employees, volunteers and physicians must register their vehicles with security and display a fully visible parking permit on any vehicle they drive to work.

It's only been a week, but I personally have noticed a significant difference in the amount of parking available on the streets around the facility. This should only continue to improve with time.

Best wishes.

Russ Reinhard Chief Executive

\\wn2074\users\p361643\my documents\reinhard\parking policy.doc

PROVIDENCE HEALTH and SERVICES Oregon Region – Acute Care

GENERAL OPERATING POLICY

Effective: PMH May 1999 Policy No: 340.00

PPMC May 1997 PSVMC August 1998

PCC, POP, TBC, MBC, SATELLITES July 2000

PWFMC, PHRMC, PNMC October 2011

SUBJECT: PARKING PROGRAM

I. OBJECTIVES:

- A. To support the Providence Health & Services' mission and responsibility to ensure adequate parking for our patients and visitors while providing reasonable and cost free parking opportunities for our staff.
- B. To control traffic congestion in the neighborhood and to ensure practical and respectful use of parking availability and to promote utilization of alternative means of transportation.
- C. To establish responsibility for compliance with and enforcement of this policy and its regulations.

II. POLICY STATEMENT:

- A. All staff, students, physicians, patients, volunteers and guests will abide by the basic Oregon driving rules while on the Providence Health & Services' property including, one-way, speed limit and other like signs.
- B. Staff and students are expected to obey indicated vehicle driving and parking regulations to promote a safe environment and ensure that parking spaces are available to benefit patients, physicians, visitors and volunteers of Providence Health & Services.
- C. Providence Health & Services promotes alternative modes of transportation and may provide specific parking spaces for

- carpool, motorcycle and bicycle parking based on facility need. Car pools must have two (2) or more occupants to qualify for parking in the reserved areas. Permits for carpool are required and they may be obtained through Security Services.
- D. All staff, physicians, students and volunteers are assigned to specific parking areas at all entities. (Refer to attachments). All vehicles must be registered with Security Services and display a parking decal as directed on any vehicle they park on a Providence Health & Services' campus.

III. PROCEDURE:

- A. Regional employees or other staff members who travel from one entity to another will abide by each facility's parking program.
- B. Employees with a temporary disability may obtain assistance through Employee Health Services, to determine if the employee may be eligible to obtain a Handicapped Permit, issued by the State of Oregon. This state permit affords the holder to park in any designated disabled parking space regardless of its location on a campus.
- C. Providence Health & Services assumes <u>no liability</u> for theft, damage, or vandalism to any vehicle, cycle or personal property parked on the campus and/or surface parking lots.
- D. Security Services will make a reasonable attempt to locate the owner prior to towing a vehicle. Only when vehicles are blocking traffic or illegally parked will a towing company be called. Vehicles may be relocated to another area on the campus rather than taken off site. Owners of the vehicles are responsible for towing charges. Abandoned vehicles may be towed after a 72 hour notice is posted on the vehicle.
- E. A vehicle registration form must be filled out completely and submitted to Security Services prior to issuance of parking decals. It is the staff's responsibility to update the form when vehicle information has changed.
- F. Employees who violate the Parking Policy will be subject to the corrective action process as outlined in HR Policy #603, Performance Management. When the manager receives notification of a violation they should work with their Human Resources Business Partner. Whenever circumstances are present that make him/her unable to comply with the terms of this policy, staff members will immediately contact the appropriate facility office.

IV. FACILITIES:

Providence St. Vincent Medical Center (refer to attachment A)

Providence Portland Medical Center (refer to attachment B)

Providence Milwaukie Hospital (refer to attachment C)

Providence Office Park (refer to attachment D)

Satellite Buildings (refer to attachment E)

Providence Child Center (refer to attachment F)

Tigard Business Center (refer to attachment G)

Halsey Business Center (refer to attachment H)

Providence Hood River Memorial Hospital (refer to attachment I)

Providence Newberg Medical Center (refer to attachment J)

Providence Medford Medical Center (refer to attachment K)

Providence Seaside Hospital (refer to attachment L)

List Cross-Reference:

HR Policy #603 – Performance Management

Security Services Policy #6.04 – Vehicular Access to Urgent Care Areas

APPROVED BY:

Greg Van Pelt

Senior Vice President/Chief Executive-Oregon Region

Providence Health and Services - Oregon

Date: December 2011

Any Van Zet

PROVIDENCE HEALTH and SERVICES Oregon Region – Acute Care

GENERAL OPERATING POLICY REVIEW AND REVISION DATE

NAME OF POLICY: No. 340.00

POLICY NAME: Parking Program

Effective: PMH May 1999

PPMC May 1997 PSVMC August 1998

PCC, POP, TBC, MBC, SATELLITES July 2000

PWFMC, PHRMC, PNMC October 2011

Primary Responsibility for Review/Revisions

Regional Security ServicesRich Hildreth, DirectorDepartment NameName/Title of Person

Authority for Policy Review/Revisions:

Regional Security ServicesRich Hildreth, DirectorDepartment NameName/Title of Person

Human Resources Susan Norris, HR Business Partner

Department Name Name/Title of Person

Review and/or Revision Dates:

Reviewed	Revised	Approved By (Name and Title)
	PMH 5/99	Janice Burger, PMH, Operations Administrator
PPMC 11/86, 8/89	PPMC 10/85, 4/89, 2/91, 11/92, 1/95, 7/95, 5/97/ 9/97, 3/98, 7/98, 3/99, 6/99, 8/99	Dave Underriner, PPMC, Operations Administrator
PSV, 8/99	PSV 4/89,	Don Elsom, PSV, Operations Administrator
9/03,	1/00, 8/00, 10,00, 9/01, 6/02, 6/04, 4/05, 06/05, 04/06, 06/07, 6/09, 6/10	PSA Policy and Procedure Committee
	10/11, 12/11	Oregon Region GOP Committee

Providence St. Vincent Medical Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

NOTE: Sections pertaining to the **West Parking Structure** have been endorsed by the Providence St. Vincent Medical Condominium Board represented by Providence Health and Services and Kaiser Permanente.

General parking (unless specifically designated otherwise):

- a. North Parking Structure, all levels, all shifts, all days
- b. Contractor parking, North Parking Structure, 7th and 8th floor
- c. Surface parking areas are limited to oversized vehicles, 2-hour parking and designated physicians.
- d. West Parking Structure, 3rd, 5th, 6th floors, and ramp 4-B. **Employees and physicians of Mother Joseph Plaza only**.
- e. Sign restrictions are applicable at all times of the day, all shifts, all days of the week.

Volunteer parking:

- a. East Parking Structure, 4th and 5th levels
- b. North Parking Structure, all levels other than designated spaces.

Physician parking:

- c. East Parking Structure, all levels 5:00am 9:00am.
- d. North Parking Structure, all levels, reserved spaces on lower, first floor and 3rd levels.
- e. West Parking Structure, reserved spaces on ground level and 1st floor, ED area near the helipad when called in for emergencies.

The Baltic Ave. entrance (formerly 98th St.) is only for use by:

- a. Emergency Department patients and ambulance traffic.
- b. Campus employees who park in the North Parking Structure.
- c. Medical Center deliveries.
- d. All others shall use the main campus entrance on Barnes Rd.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- Patients and Visitors spaces
- Clergy spaces
- Handicap (unless permitted by the State)
- Other spaces requiring special permits
- Main entrance parking lot
- On any street within a three block radius of the medical center campus

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

Providence Portland Medical Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

GLISAN STREET GARAGE

ALL SHIFTS:

North Structure: Levels E, F, G

Note: Level C access available 10:30 am to 11:30 am and 1:30 pm to 4:00 am.

East Structure: Levels E, F, G, and H

West Structure: Levels A, F, G

Motorcycle Parking is available on levels C, E, F, North structure.

Car pool parking is available in the North employee parking area on Level A with permit. See Security for permit.

47TH STREET GARAGE

ALL SHIFTS:

Levels C and above.

Oversize Parking

PPMC does not offer specific oversized parking on campus. See security for locations available off campus.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- Patients and Visitors spaces
- Clergy spaces
- Handicap (unless permitted by the State)
- Other spaces requiring special permits
- Main entrance parking lot
- On any street within a three block radius of the medical center campus

VOLUNTEERS:

Volunteers with limited mobility are allowed to park in Visitor/Patient areas via their own discretion.

Providence Milwaukie Hospital Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Staff/student parking is allowed:

Employee Lot, all shifts - all spaces

Annex Lot, non-posted parking spaces only – all shifts

NWPC Lot, spaces posted for hospital employees only – all shifts

West Entrance Lot, after 2 PM and prior to 8 AM only (evening and night shifts preferred)

<u>Physician Lot</u>, after 2 PM and prior to 6 AM only (evening and night shifts preferred)

32nd Avenue Lot, all shifts

Healing Place Lot, all shifts in section designated for employees

Llewellyn Lot, all shifts

STAFF PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:

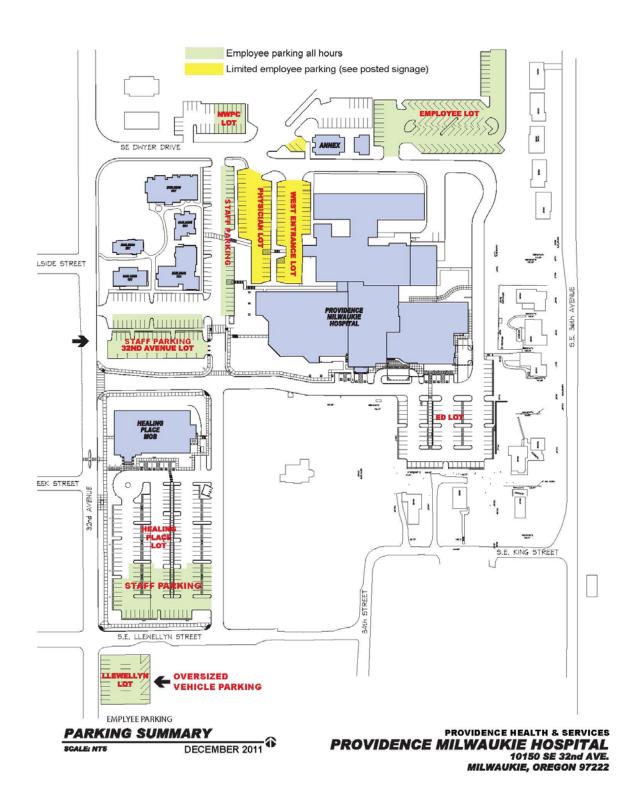
Staff/student Parking is NOT allowed:

ED Lot, all shifts – all spaces

Handicap, (unless permitted by the State)

Other spaces requiring special permits

Neighborhood property or streets surrounding the campus



Providence Office Park Campus Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

1. POLICY

All Providence Office Park employees are directed to park in the designated parking structures, or off street parking lots, Monday through Friday, 7:00 a.m. - 7:00 p.m. All vehicles must be registered with Security and display a parking decal on the left side of the rear bumper or window or on the driver side front bumper or windshield area of any vehicle driven to work. Vehicles are allowed to back in as long as the permit is visible on the front.

A. Permitted Parking:

Staff has permitted parking from Monday thru Friday, 7:00 a.m. – 7:00 p.m., with an authorized parking decal, in Parking Structures # 1, 2, and 3; except, in the designated restricted parking spaces as outlined in this policy. Also, staff may park in the Multnomah lot.

The Multnomah Parking Lot gates are unlocked at approximately 5:00 a.m., Monday thru Friday and are not locked in the evening until the last vehicle has left the lot.

B. <u>Two-hour Limit</u>

These designated spaces may only be used by employees, or visitors, Monday thru Friday for two hours or less and Employees are not authorized to move their vehicle from space to space every two hours in parking structures.

C. Carpool

Only those vehicles displaying carpool permits may park in designated carpool spaces.

D. Oversized Vehicles

Oversized vehicles are defined as any vehicle over 7 feet high. These vehicles are assigned to the Multnomah lot, east wall parking spaces.

E. Visitor Parking

Visitor spaces are for visitors only and PHS employees are not authorized to park in such spaces from 7:00 a.m. to 7:00 p.m. There are No restricted time limits for visitors.

F. Neighborhood street parking:

Employees may not park in any of the surrounding neighborhood streets within a 3-block radius of the Providence Office Park or Providence Portland Medical Center.

G. <u>Designated LEV (Low Emission or Hybrid Vehicles) and Electric Vehicles</u> Only LEV designated vehicles may park in LEV parking spaces.

H. Motorcycle Parking

Only authorized motorcycles may park in such designated spaces.

Handicapped Parking

No vehicles other than those displaying a state issued handicapped permit are allowed to park in

these designated spaces. In addition, no vehicle, other than those displaying a state issued "Wheelchair User Permit", is allowed to use the designated "Wheelchair Use Only" spaces.

J. Reserved Parking

Only vehicles displaying "reserved" permits are allowed to park in the appropriately signed "Reserved" designated areas.

K. Overnight Parking

No overnight parking is allowed at the Providence Office Park Campus.

Providence Health & Services Satellite Buildings Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

All employees will park in parking spaces away from the main entrances of the clinics to allow easy and convenient access for patients.

Specific questions regarding parking at the satellite buildings will be directed to Leasehold Management, 215-6579.

Providence Child Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

47TH STREET GARAGE

ALL SHIFTS:

Levels C and above.

GLISAN STREET GARAGE

ALL SHIFTS:

North Structure: Levels E. F. G.

Note: Level C access available 10:30 am to 11:30 am and 1:30 pm to 4:00 am.

East Structure: Levels E, F, G, and H

West Structure: Levels A, F, G

Motorcycle Parking is available on levels C, E, F, North structure. **Car pool parking** is available in the North employee parking area on Level A with permit. See Security for permit.

Oversize Parking

PPMC does not offer specific oversized parking on campus. See security for locations available off campus.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- Patients and Visitors spaces
- Clergy spaces
- Handicap (unless permitted by the State)
- Other spaces requiring special permits
- Main entrance parking lot
- On any street within a three block radius of the medical center campus

Tigard Business Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Staff parking is assigned as follows:

Day parking

 Parking lots in all areas unless otherwise designated.(Eg. handicapped without a permit, reserved for evening shift after2:00pm)

Evening shift parking

 Employees may park in any area unless otherwise designated. Specific parking spaces are designate in the front of the building for evening shift employees after 2:00pm.

Visitor Parking:

 All spaces in the parking lots. Parking in spaces set aside for evening shift after 2:00 pm will not be used by visitors. (Note: Individuals will be considered visitors if they do not work at Tigard Business Center)

NOTE: Employee and visitor parking is not allowed at the back of the building near the basketball court other than for loading and unloading.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- Patients and Visitors spaces
- Clergy spaces
- Handicap (unless permitted by the State)
- Other spaces requiring special permits
- Main entrance parking lot
- On any street within a three block radius of the medical center campus

Providence Home Services Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

1. POLICY

All Providence Home Services employees are assigned parking in designated, off street parking lots at all times. All vehicles must be registered with Security and display a parking decal must be clearly visible on the front or back area of any vehicle driven to work.

2. Halsey Location

- a. Patient/Customer parking areas are designated as "patient" and are reserved for patient/customer use only. Employees are not allowed to park in these spaces.
- b. Loading zone spaces are limited to 15 minute parking and are to be used for the purpose of loading and unloading only.
- c. Staff may not park in restricted parking spaces.
- d. Staff may not park on any of the surrounding neighborhood streets within a 3-block radius of the facility.
- e. Providence owned vans/cars will be parked in designated areas. Employees driving these vehicles will park their personal vehicle in the parking space of the Providence owned van/car.
- f. Providence owned trucks will be parked in designated areas. Employees driving these trucks will park their own vehicle in the truck space except at dock spaces and when the loading workflow or safety prohibits it.
- g. Employees are required to submit their name, office/cell phone number, vehicle description and license number with the Home Services Central Reception.
- h. Vendors and non-customer visitors visiting the facility are required to park in the general parking lot. Visitors may use the loading zone spaces only when loading/unloading and for 15 minutes or less.
- i. Visitors (non-Providence employees) must sign in with Central Reception before entering the secured areas of the building. The visitor will be required to log their name, the arrival time, who they are visiting and their vehicle license number.

GORGE SERVICE AREA PARKING

Providence Hood River Memorial Hospital Parking; Providence Medical Group – Hood River Parking; Providence Gorge Counseling & Treatment Services Parking; Providence Hood River Occupational Health and Travel Clinic Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF/VOLUNTEER PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Staff/student parking is allowed:

<u>Parking Structure at 12th and May Street:</u> All shifts; use employee entrance on Prospect Street; all spaces on lower floor; oversize vehicles may use ramp at May Street entrance.

Overflow Lot at 13th and May Streets: Evening and overnight shifts; must have permission from manager.

<u>Northwest Lot (below Emergency Room):</u> Evening and overnight shifts; must have permission from manager.

Occupational Health and Travel Clinic Lot: Occupational Health and Travel Clinic employees only.

Volunteer parking is allowed:

Overflow Lot at 13th and May Streets.

STAFF/VOLUNTEER PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:

Staff/student/volunteer parking is NOT allowed:

<u>Front entrance lot at 12th and May Streets and Emergency Driveway:</u> All shifts – all spaces Handicap: (unless permitted by the State)

Other spaces requiring special permits

Neighborhood property or streets surrounding the hospital campus, including satellite facilities

Providence Willamette Falls Medical Center

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

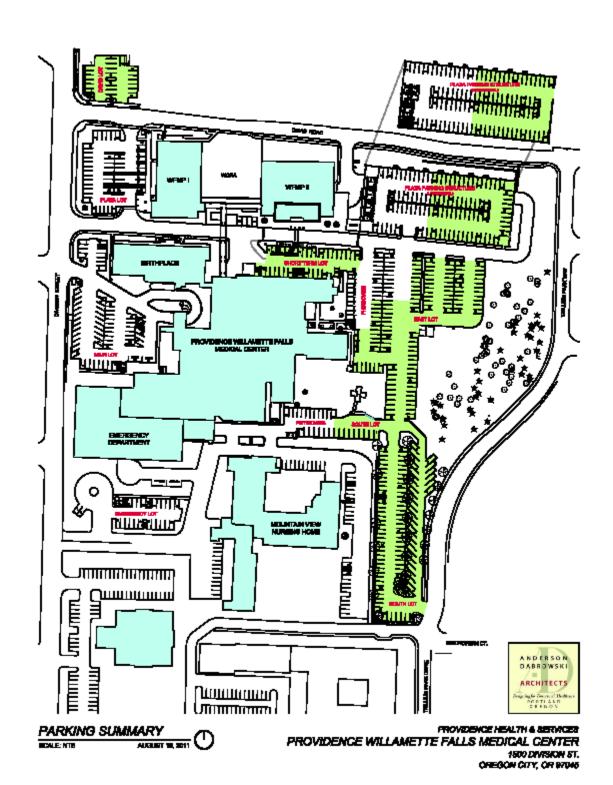
Staff/student parking is allowed in the following lots unless otherwise prohibited.

- South Lot
- East Lot
- Davis Lot
- Two-hour Lot

STAFF PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:

Staff/student Parking is NOT allowed:

- Plaza I, Main Entrance Lot
- Main Entrance Lot
- Emergency Department Lot
- Handicap, (unless permitted by the State)
- Other designated non-employee spaces
- On any street within a three block radius of the Medical Center campus



Providence Newberg Medical Center

All staff, students, and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on the left rear (driver's side) of vehicle on the window. If you back in, the permit should be placed on the left front (driver's side) of vehicle on window being careful not to obstruct the vehicle identification number located on the left dashboard.

The designated parking areas identified on the attached map are:

- Lot A Staff Parking
- Lot B Patient and Visitor Parking
- Lot C Medical Office Building (MOB) Parking
- Lot D Emergency Department Patient Parking
- Lot E Vendor and Delivery Parking
- Area OF (within Lot B)- Available for Employee Overflow Parking (only if needed)

STAFF PARKING IS ALOWED IN THE FOLLOWING AREAS:

 $\underline{\text{Lot A or Lot OF}}\text{-}\text{Hospital Staff, volunteers, and students all shifts, all spaces.}$

Lot C – MOB Staff

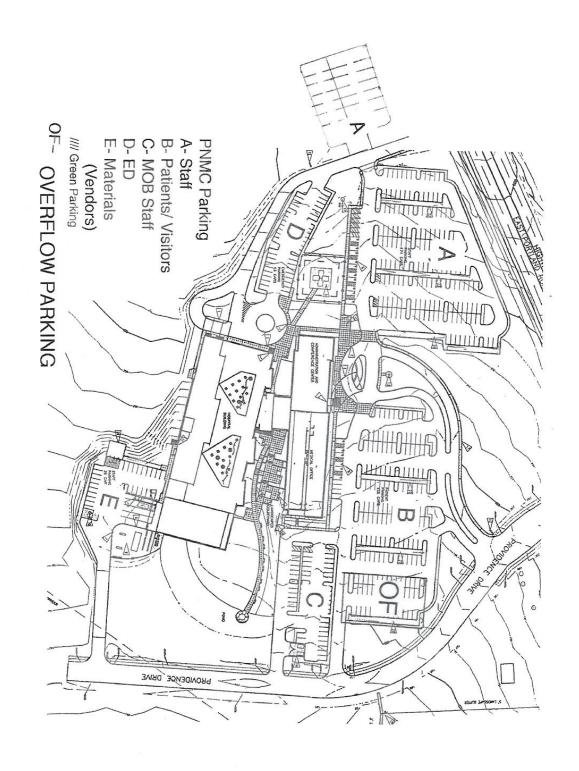
<u>Lot E-</u> Vendor/Delivery, Lab and Materials Courier. There are also four spots designated for clinicians and are marked as such

Green Parking

As part of PNMC's commitment to a healthy community, eleven choice parking spots (eight for hospital staff, three for MOB staff) have been designated as parking for "green" staff vehicles. To participate in the Green Parking Program, simply send your vehicle's year, make, and model to Security. Security will search to determine your vehicle's green car score as determined by the ACEEE Green Book®. If your vehicle scores a minimum green score of 40 and over, you will be given a special "Green" Parking Permit and be allowed to park in one of the choice parking spots.

A depiction of the Green Parking spot signs is attached.

It is our goal to have issued more Green Parking Permits than available "green" spaces so use of these spaces is on a first come, first serve basis. The need to increase the number of available "green" spaces will be evaluated on an annual basis.





EXHIBITS ENTERED INTO THE RECORD AT A HEARING



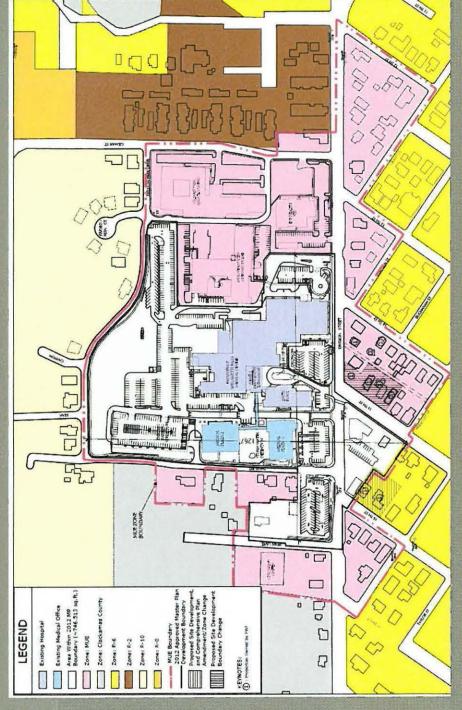
Community Development Department, 221 Molalla Avenue, Suite 200, P.O. Box 3040, Oregon City, OR 97045, (503) 722.3789 www.orcity.org

Hearing Date: 1/9/15
P2 15-02
File Number: 2C 15-04
CP 15-02

Exhibit Number:	Description of Exhibit:	Stuff - L-Terwar				
1	Power Point Presentation					
2	Items submitted to the Planning Division after 10/30/15	Stuff-L-Terwar Stuff-L-Terwar J. Nicita				
3	Written comments	J. Nicita				

Providence Willamette Falls Medical Center PZ 15-02: Amendment to the Comprehensive Plan

ZC 15-04: Zone Change CP 15-02: Master Plan Amendment



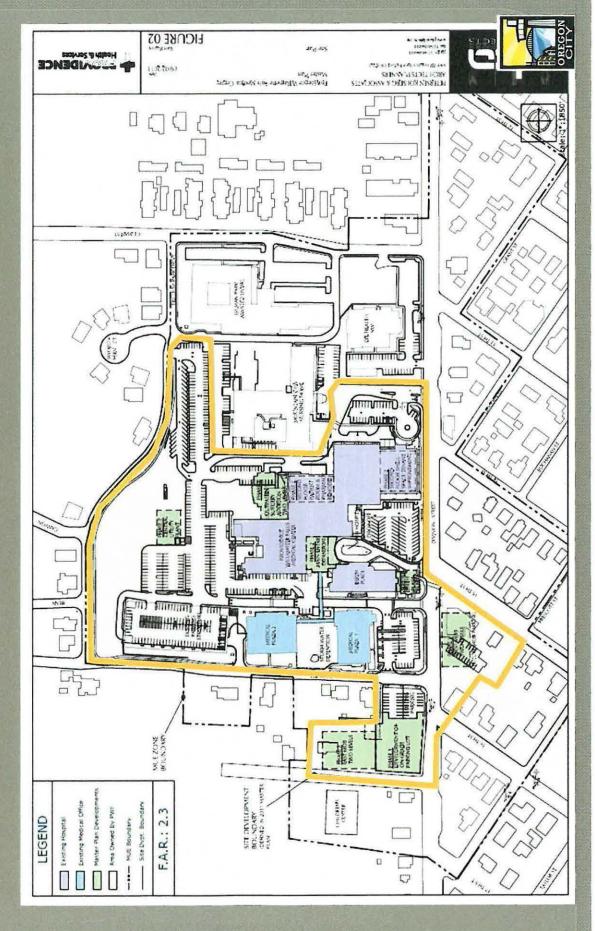
ENTERED INTO THE RECORD
DATE RECEIVED: 11 / G / 15
SUBMITTED BY: STZ f f
SUBJECT: ZC 15 - 04
CP 15 - 02 + PZ 15 - 02



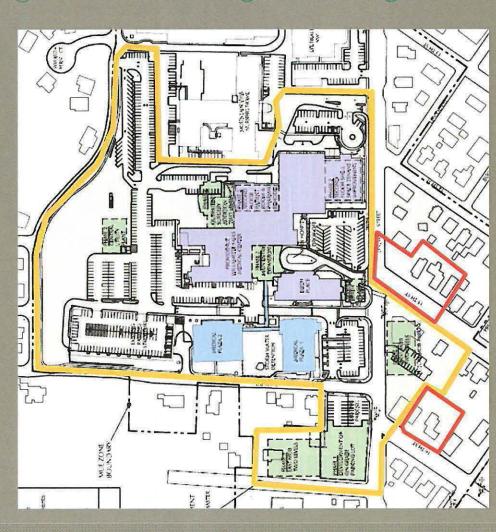
Subject Site



CP 11-01 Master Plan Amendment



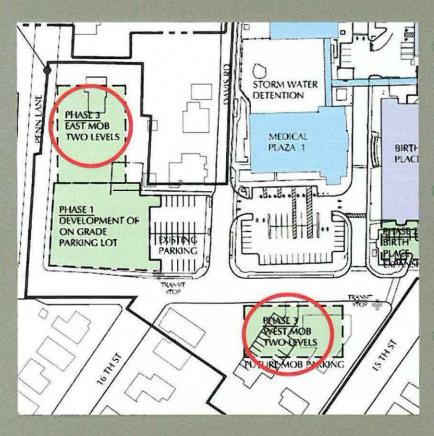
Master Plan Amendment: Expansion of the Master Plan Boundary



- Add 6 properties to the Master Plan boundary.
- 2 properties on 16th Street
- 4 properties on 15th Street
- Increase the campus boundary approximately 1 acre.
- Future MOB and parking.



Master Plan Amendment: Consolidate & Decrease Size of Medical Offices



- 2012 Master Plan identified an East and West MOB (20,000 – 25,000 sq. ft. each)
- Consolidate to the West MOB location with one 30,000 -35,000 sq. ft. building
- Reduction from 104,000 sq. ft. of new building area throughout the campus to 84,000 89,000 sq. ft.

Master Plan Amendment: Revise the Phasing

Existing Phasing

Project Phase 1: Division St. Parking Lot (2012)

Completed - An alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane.

Project Phase 2: Approx. 54,000 sq. ft. (2012-2021)

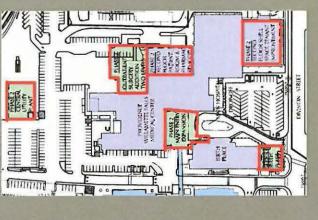
- Outpatient Surgery Expansion
- New Front Entry
- Second Floor Patient Room and Pharmacy Remodel
- Birthplace Expansion

0

- Central Utility Plant
- Second Floor Shell Space Tenant Improvements

Project Phase 3: Medical Office Buildings (2014-2021)

East and West site for 20,000 - 25,000 sq. ft. MOB's for physician's practices.





Master Plan Amendment: Revise the Phasing

Proposed Phasing

Project Phase 1: Division St. Parking Lot (2012)

Completed

Project Phase 2: Approx. 54,000 sq. ft. (2012-2021)

Outpatient Surgery Expansion

New Front Entry

Second Floor Patient Room and Pharmacy Remodel

Birthplace Expansion

Central Utility Plant

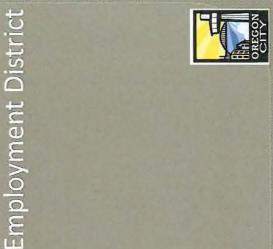
Second Floor Shell Space Tenant Improvements

West MOB 30,000 - 35,000 sq. ft.

Completed in any order before 2021.

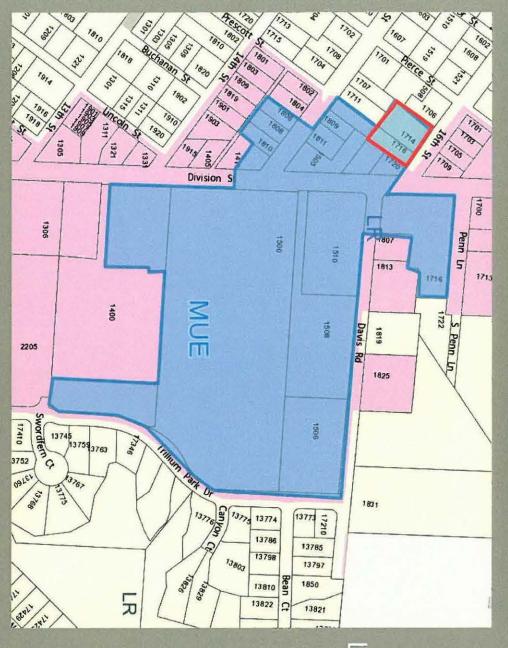


Proposed Zone Change



1714 & 1716 16th Street

Proposed Comprehensive Plan Amendment



Low Density Residentia

"LR"



"MUE" Mixed Use Employment District



Oregon City Municipal Code Criteria

12.04 - Streets, Sidewalks, and Public Places

Public and Street Trees

Stormwater Management

15.48 - Grading, Filling and Excavating

Subdivisions-Process and Standards 16.08 -

16.12 - Minimum Improvements and Design Standards for Land Divisions

17.08 - R-10 Single Family Dwelling District

17.12 - R-6 Single Family Dwelling District

17.20 – Residential Design and Landscaping Standards 17.41 – Tree Protection 17.47 - Erosion and Sediment Control

Tree Protection Erosion and Sediment Control

50 - Administration and Procedures 68 – Zoning Changes and Amendments

17.54.100 – Fences, Hedges and Walls



Excerpt Zone Change Criteria

Compliance with the Comprehensive Plan Goals and Policies:

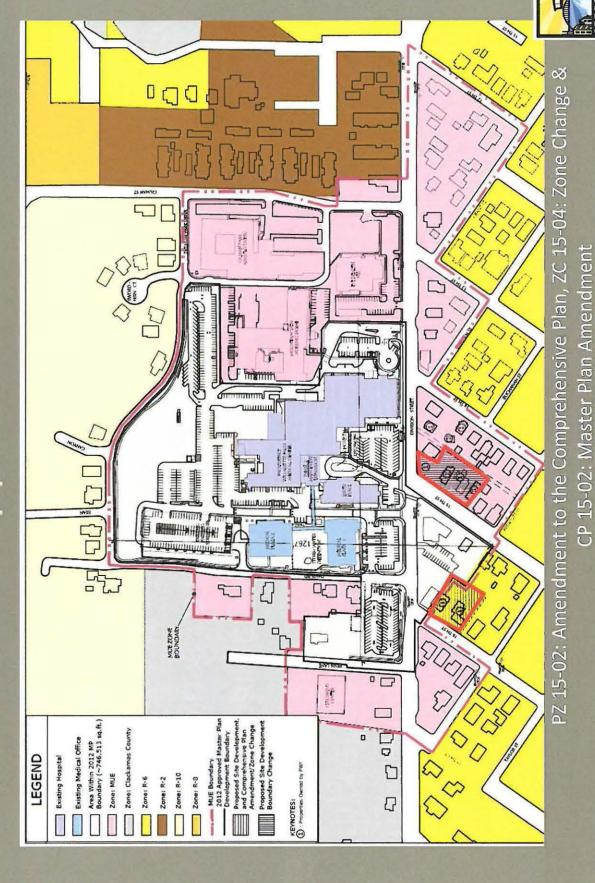
- Citizen participation
- Efficient use of landDevelopment near
- Adequate public facilities

transit corridors

es Percent of the City	57 25%	18%	0 14%	4 7%	7 4%	1 3%	3%	0 4%	%0	%	3%	1%	%8	3%	%0
Zoning Designation Acres	R-10 1,567	R-8 1,092	R-6 890	R-3.5 424	R-2 262	C 161	Cl 165	GI 220	HC 3	1 475	MUC-1 168	MUC-2 45	MUD 510	MUE 157	WFDD 30



Recommend: Approval with Conditions



ZC 15-04: Zone Change

PZ 15-02: Amendment to the Comprehensive Plan

CP 15-02: Master Plan Amendment

Items submitted to the Planning Division after October 30, 2015

DATE RECEIVED: 11/9/15
SUBMITTED BY: STAFF
SUBJECT: 2015-04

2895 S Beavercreek Rd, Suite 103 Oregon City OR 97045 503-656-1619 F: 503-656-2274 www.oregoncity.org



November 6, 2015

Oregon City Planning Commission City of Oregon City 625 Center Street Oregon City, OR 97045

Chair Kidwell and Planning Commission Members:

The Oregon City Chamber of Commerce is committed to supporting Providence Willamette Falls Medical Center in their request for a master plan expansion and land use zoning change. Providence Willamette Falls Medical Center is a longtime partner in our community and one of Oregon City's largest employers. As our community grows, so do the medical needs that the public asks of Providence Willamette Falls. In short, there really is no more additional land mass contiguous to the hospital for expansion. Our community and Providence have already invested a great deal in this location and it serves a critical service to our residents and visitors alike. As our population increases and new employers come to Oregon City, our health care facilities must be ready to address the need.

As you know, Providence Willamette Falls filed a land use application in June requesting two properties on 16th Avenue be included in Providence Willamette Falls Medical Center's master plan that was adopted in 2012, and to rezone these two properties to mixed use employment. This space will be needed for additional parking to accommodate the new medical office building and improve parking for main entrance users. Additionally four properties on 15th Avenue will be added to the master plan but fortunately they are already zoned appropriately.

Since the 2012 master plan, a great deal has occurred. The hospital now houses a child and adolescent psychiatric unit critical to our region, bringing more than 50 high wage jobs to Oregon City. The initial master plan which was approved included the development of two medical office buildings. The additional medical office buildings on campus could increase access to primary care, specialty care, and improve access to outpatient services. These services provide high wage, clean jobs to Oregon City, and help address health care needs of a growing Clackamas County.

Providence Willamette Falls realizes that development of this magnitude causes disruption and encroachment of the McLoughlin Neighborhood Association. In an effort to minimize the impact to their neighbors, Providence has made several changes to the planned development in response to their concerns. Additionally, Providence has created provisions for those who will need to relocate once the development is underway. Could Providence release an equal amount of land to what is being requested back to residential?

A strong medical facility for a growing Oregon City is critical. Businesses that can bring future living wage jobs to Oregon City want good schools, parks, infrastructure, and medical care. The Oregon City Chamber of Commerce supports our Providence Willamette Falls Medical Center in their effort to expand the master plan and change zoning to accommodate the increasing need of this facility and community.

Sincerely,

Amber D. Holveck Executive Director 2895 S Beavercreek Rd, Suite 103 Oregon City OR 97045 503-656-1619 F: 503-656-2274 www.oregoncity.org



November 6, 2015

Oregon City City Commission City of Oregon City 625 Center Street Oregon City, OR 97045

Mayor Holladay and Oregon City Commission:

The Oregon City Chamber of Commerce is committed to supporting Providence Willamette Falls Medical Center in their request for a master plan expansion and land use zoning change. Providence Willamette Falls Medical Center is a longtime partner in our community and one of Oregon City's largest employers. As our community grows, so do the medical needs that the public asks of Providence Willamette Falls. In short, there really is no more additional land mass contiguous to the hospital for expansion. Our community and Providence have already invested a great deal in this location and it serves a critical service to our residents and visitors alike. As our population increases and new employers come to Oregon City, our health services will need to be ready to address the needs.

As you know, Providence Willamette Falls filed a land use application in June requesting two properties on 16th Avenue be included in Providence Willamette Falls Medical Center's master plan that was adopted in 2012, and to rezone these two properties to mixed use employment. This space will be needed for additional parking to accommodate the new medical office building and improve parking for main entrance users. Additionally four properties on 15th Avenue will be added to the master plan but fortunately they are already zoned appropriately.

Since the 2012 master plan, a great deal has occurred. The hospital now houses a child and adolescent psychiatric unit critical to our region, bringing more than 50 high wage jobs to Oregon City. The initial master plan which was approved included the development of two medical office buildings. The additional medical office buildings on campus could increase access to primary care, specialty care, and improve access to outpatient services. These services provide high wage, clean jobs to Oregon City, and help address health care needs of a growing Clackamas County.

Providence Willamette Falls realizes that development of this magnitude causes disruption and encroachment of the McLoughlin Neighborhood Association. In an effort to minimize the impact to their neighbors, Providence has made several changes to the planned development in response to their concerns. Additionally, Providence has created provisions for those who will need to relocate once the development is underway.

A strong medical facility for a growing Oregon City is critical. Businesses that can bring future living wage jobs to Oregon City want good schools, parks, infrastructure, and medical care. The Oregon City Chamber of Commerce supports our Providence Willamette Falls Medical Center in their effort to expand the master plan and change zoning to accommodate the increasing need of this facility and community.

Sincerely,

Amber D. Holveck Executive Director 2895 S Beavercreek Rd, Suite 103 Oregon City OR 97045 503-656-1619 F: 503-656-2274 www.oregoncity.org



November 6, 2015

Oregon City Planning Commission City of Oregon City 625 Center Street Oregon City, OR 97045

Chair Kidwell and Planning Commission Members:

The Oregon City Chamber of Commerce is committed to supporting Providence Willamette Falls Medical Center in their request for a master plan expansion and land use zoning change. Providence Willamette Falls Medical Center is a longtime partner in our community and one of Oregon City's largest employers. As our community grows, so do the medical needs that the public asks of Providence Willamette Falls. In short, there really is no more additional land mass contiguous to the hospital for expansion. Our community and Providence have already invested a great deal in this location and it serves a critical service to our residents and visitors alike. As our population increases and new employers come to Oregon City, our health care facilities must be ready to address the need.

As you know, Providence Willamette Falls filed a land use application in June requesting two properties on 16th Avenue be included in Providence Willamette Falls Medical Center's master plan that was adopted in 2012, and to rezone these two properties to mixed use employment. This space will be needed for additional parking to accommodate the new medical office building and improve parking for main entrance users. Additionally four properties on 15th Avenue will be added to the master plan but fortunately they are already zoned appropriately.

Since the 2012 master plan, a great deal has occurred. The hospital now houses a child and adolescent psychiatric unit critical to our region, bringing more than 50 high wage jobs to Oregon City. The initial master plan which was approved included the development of two medical office buildings. The additional medical office buildings on campus could increase access to primary care, specialty care, and improve access to outpatient services. These services provide high wage, clean jobs to Oregon City, and help address health care needs of a growing Clackamas County.

Providence Willamette Falls realizes that development of this magnitude causes disruption and encroachment of the McLoughlin Neighborhood Association. In an effort to minimize the impact to their neighbors, Providence has made several changes to the planned development in response to their concerns. Additionally, Providence has created provisions for those who will need to relocate once the development is underway. Could Providence release an equal amount of land to what is being requested back to residential?

A strong medical facility for a growing Oregon City is critical. Businesses that can bring future living wage jobs to Oregon City want good schools, parks, infrastructure, and medical care. The Oregon City Chamber of Commerce supports our Providence Willamette Falls Medical Center in their effort to expand the master plan and change zoning to accommodate the increasing need of this facility and community.

Sincerely,

Amber D. Holveck Executive Director From:

Jesse A. Buss

To:

Laura Terway

Subject:

Planning Commission meeting tonight - request for continuance

Date:

Monday, November 09, 2015 12:20:56 PM

Hi, Laura:

On behalf of the McLoughlin Neighborhood Association (as the MNA's treasurer, not as an attorney) I'm requesting a continuance of file number PC 15-220 (Providence Willamette Falls Hospital expansion), item 3b on tonight's Planning Commission meeting agenda, in order to allow more time for public comment.

Please let me know if this email will be sufficient as a formal request, or if I need to attend the meeting tonight and make the request during public testimony.

Thank you,

Jesse

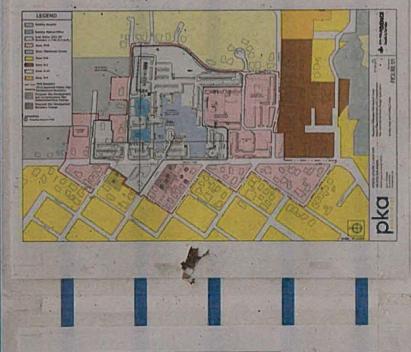
Jesse A. Buss Attorney at Law 411 Fifth Street Oregon City OR 97045-2224

ph: 503-656-4884 fax: 503-608-4100

Note: this email and any attachments will NOT follow via U.S. Mail or fax unless otherwise stated above.

This message may contain confidential communications and/or privileged information. If you have received this message in error, please delete it and notify the sender.

OF PROPOSED ACTION NOTICE TOTAL



2012-04

P2 15-02

TP 15-02

FOR INFORMATION CONTACT City Planning 503-657-0891 Oregon



Community Development - Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

NOTICE OF PUBLIC HEARING

Notice Mailed: September 14, 2015

THE RESERVE OF THE PERSON OF THE	Notice invaled. September 14, 2015
HEARING DATE:	On Monday, November 9, 2015, the City of Oregon City Planning Commission will conduct a public hearing at 7:00 p.m., and on Wednesday, December 16, 2015, the City of Oregon City – City Commission will conduct a public hearing at 7:00 p.m. in the Commission Chambers at City Hall, 615 Center Street; Oregon City 97045 on the following Type IV Applications. Any interested party may testify at the public hearings or submit written testimony at or prior to the close of the City Commission hearing.
FILE NUMBERS:	ZC 15-04: Zone Change PZ:15-02: Amendment to the Comprehensive Plan CP:15-02: Master Plan Amendment
OWNER/ APPLICANT:	Providence Willamette Falls Medical Center, c/o Russell Reinhard 1500 Division Street, Oregon City, Oregon 97045
REPRESENTATIVE:	Harper Houf Peterson Righellis Inc., c/o Stefanie Slyman, AICP 205 SE Spokane Street, Suite 200, Portland, Oregon 97202
REQUEST:	Providence Willamette Falls Medical Center (PWF) is seeking amend a previously approved Master Plan and change the Oregon City Comprehensive Plan and Zoning Map for two properties from Low Density Residential/"R-6" Single-family Dwelling District to Mixed Use Employment/"MUE" Mixed Use Employment District.
LOCATION:	Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200
CONTACT PERSON:	Laura Terway, AICP, Planner (503) 496-1553 or Iterway@orcity.org
NEIGHBORHOOD:	McLoughlin Neighborhood Association
REVIEW CRITERIA:	Oregon City Municipal Code Chapters: 12.04 - Streets, Sidewalks and Public Places, 12.08 - Public and Street Trees, 13.12 - Stormwater Management, 15.48 - Grading, Filling and Excavating, 17.12 - "R-6" Single-Family Dwelling District, 17.31 - "MUE" Mixed Use Employment District, 17.41- Tree Protection Standards, 17.44- Geologic Hazards, 17.49 - Natural Resource Overlay District, 17.50 - Administrative Processes, 17.52 - Off-Street parking and Loading, 17.62 - Site Plan and Design Review, 17.54 - Supplemental Zoning Regulations and Exceptions, 17.65 - Master Plans and 17.68 - Zoning Changes and Amendments. The City Code Book is available on-line at www.orcity.org.

This application and all documents and evidence submitted by or on behalf of the applicant are available for inspection at no cost at the Oregon City Planning Division, 221 Molalla Avenue, Suite 200 from 8:30 AM - 3:30 PM, Monday – Friday. The staff report, with all the applicable approval criteria, will also be available for inspection seven days prior to the hearing. Copies of these materials may be obtained for a reasonable cost in advance. Any interested party may testify at the public hearing and/or submit written testimony at or prior to the close of the City Commission hearing. Written comments must be received by close of business at City Hall 10 days before the scheduled hearing to be included in the staff report. Written comments received within 10 days of the hearing will be provided to the Commission at the hearing. The public record will remain open until the City Commission closes the public hearing. Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the City Commission hearing, in person or by letter, with sufficient specificity to afford the Commission and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. Parties with standing may appeal the decision of the City Commission to the Land Use Board of Appeals. Any appeal will be based on the record. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763.

A city-recognized neighborhood association requesting an appeal fee waiver following issuance of a land use decision pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

NEIGHBORHOOD:	McLoughlin Neighborhood Association
REVIEW CRITERIA:	Oregon City Municipal Code Chapters: 12.04 - Streets, Sidewalks and Public Places, 12.08 - Public and Street Trees, 13.12 - Stormwater Management, 15.48 - Grading, Filling and Excavating, 17.12 - "R-6" Single-Family Dwelling District, 17.31 - "MUE" Mixed Use Employment District, 17.41- Tree Protection Standards, 17.44- Geologic Hazards, 17.49 - Natural Resource Overlay District, 17.50 - Administrative Processes, 17.52 - Off-Street parking and Loading, 17.62 - Site Plan and Design Review, 17.54 - Supplemental Zoning Regulations and Exceptions, 17.65 - Master Plans and 17.68 - Zoning Changes and Amendments. The City Code Book is available on-line at www.orcity.org.

From: To: James Nicita Laura Terway Kattie Riggs

Cc: Subject:

Public comment: Oregon City Planning file # PC 15-220

Date:

Monday, November 09, 2015 1:55:22 PM

Attachments: PZ1502A.jpg
PZ1502B.jpg

PZ1502B.jpg PZ1502C.jpg

Hi Laura,

Hope you are well. Please enter these comments into the record of tonight's Planning Commission hearing on file # PC 15-220, consisting of ZC 15-04: Zone Change; PZ 15-02: Amendment to Comprehensive Plan; and CP 15-02: Master Plan Amendment.

There is a notice issue that I believer requires setting over the hearing, as well as re-noticing the hearing, including re-posting of the subject site.

Specifically, because this matter involves a comprehensive plan amendment, the statewide planning goals are approval criteria.

197.175 Cities' and counties' planning responsibilities; rules on incorporations; compliance with goals.

[...]

- (2) Pursuant to ORS chapters 195, 196 and 197, each city and county in this state shall:
- (a) Prepare, adopt, amend and revise comprehensive plans in compliance with goals approved by the commission;

197.835 Scope of review; rules. (1) The Land Use Board of Appeals shall review the land use decision or limited land use decision and prepare a final order affirming, reversing or remanding the land use decision or limited land use decision. The board shall adopt rules defining the circumstances in which it will reverse rather than remand a land use decision or limited land use decision that is not affirmed.

[...]

(6) The board shall reverse or remand an amendment to a comprehensive plan if the amendment is not in compliance with the goals.

Because the goals are approval criteria, the posted notice must set forth that they are approval criteria. According to OCMC 17.50.090:

B. Notice of Public Hearing on a Type III or IV Quasi-Judicial Application. Notice for all public hearings concerning a quasi-judicial application shall conform to the requirements of this subsection... Notice of the application hearing shall include the following information:

[...]

3. A description of the applicant's proposal, along with a list of citations of the approval criteria that the city will use to evaluate the proposal;

As demonstrated by the attached photographs, the posted notice for this matter does not include citation of the statewide planning goals as approval criteria.

Thank you for your consideration.

James Nicita

Oregon City



October 26, 2015

City of Oregon City Attn: Laura Terway 221 Molalla Ave. Ste. 200 Oregon City, OR 97045

Re: FILE NUMBER ZC 15-04: Zone Change

Dear Laura,

On behalf of the Oregon City Business Alliance (OCBA), I am confirming our support of the zone change request for the properties adjacent to the Providence Willamette Fall's Medical Center (PWFMC) to mixed use employment (MEU). The PWFMC's Master Plan was approved in 2012. Since then the hospital has opened the child and adolescent psychiatric unit creating over 50 high wage jobs. Their new Medical Office Building (MOB) should increase access to primary care, specialty care, and improve individual's ambulatory services. The hospital team has met with the McLoughlin Neighborhood Association several times and understands their concerns to minimize the impacts that could occur to their residential community. Several changes have been made throughout this process to address their requests.

At this point the PWFMC plans to develop one MOB up to 35,000 ft² instead of the approved two totaling up to 50,000 ft². This proposed change has created a need for appropriate parking for the one building. The current application addresses this by bringing four PWFMC properties zoned MUE on 15th Avenue and rezoning two other properties to MUE into the master plan.

The overall goal is to improve patient access to the main entrance and West MOB while reducing parking impacts on McLoughlin neighborhood streets. More importantly, the proposal will result in fewer traffic impacts and less parking demand for the master plan buildout since there will be a reduction of 15,000 ft² of space. Again, OCBA requests that you approve the application on 11/9/15 with the O.C Planning Commission and on 12/16/15 with the City Commission.

Warmest regards,

Kent Zeigler

President, Oregon City Business Alliance

Oregon City Business Alliance P.O. Box 1593, Oregon City 97045 Phone (503) 479-0080 / Fax (503) 479-0081 www.ocbusinessalliance.com



JAMES J. NICITA

302 Bluff Street
Oregon City, OR 97045
E-mail: james.nicita@gmail.com

Public Comment on # PC 15-220, consisting of ZC 15-04: Zone Change; PZ 15-02: Amendment to Comprehensive Plan; and CP 15-02: Master Plan Amendment.

Goal 6:

"All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards."

Newell Creeks runs along the property, and is a "waters of the state" under ORS 468B.005(10).

State Standards: There is no evidence in the record that the applicant's development will not violate or threaten to violate the state water quality standards in OAR 340-041-0001 et. seq.

State Statutes: The storm water drainage system for the proposed development will be a "disposal system" under ORS 468B.005(1). Before the applicant can construct the disposal system, the applicant must obtain a permit pursuant to ORS 468B.050. If the applicant refuses or fails to obtain a permit pursuant to ORS 468B, then the project must comply with ORS 468B.025(1). There is no evidence in the record demonstrating compliance.

Thank you for your consideration.

James Nicita Oregon City

DATE RECEIVED: 11 9 15
SUBMITTED BY: J N 1 CITA
SUBJECT: 7C 15-04
P2 15-02

7. (§14.86) Statewide Planning Goals as a Standard for Plan or Ordinance Amendments

The Oregon Statewide Planning Goals & Guidelines apply to an amendment of an acknowledged local comprehensive plan or land use regulation unless the plan policies call for the amendment. ORS 197.175(2)(a), 197.835(5); 1000 Friends of Oregon v. Land Conservation & Dev. Com., 301 Or 447, 724 P2d 268 (1986) (Oregon Statewide Planning Goal 14 applies to comprehensive plan amendment to convert rural land outside urban growth boundary to urban land uses); Residents of Rosement v. Metro, LUBA Nos. 99-009, 99-010, 38 Or LUBA 199 (2000), aff'd, 173 Or App 321 (2001); Ludwick v. Yamhill County, 72 Or App 224, 231, 696 P2d 536 (1985) (Oregon Statewide Planning Goal 4 applies to postacknowledgment plan amendment and zone change to forestland pursuant to statute that authorized Land Use Board of Appeals (LUBA) to reverse or remand amendment to comprehensive plan that did not comply with goals); Friends of Yamhill County v. Yamhill County, LUBA No. 2004-014, 47 Or LUBA 160, 169 (2004) (goal compliance issues, as a general rule, must be resolved in postacknowledgment plan amendments); Beaver State Sand and Gravel, Inc. v. Douglas County, LUBA No. 2002-065, 43 Or LUBA 140 (2002), aff'd, 187 Or App 241 (2003) (an amendment of a county's Oregon Statewide Planning Goal 5 inventory to include a new site must comply with applicable statewide planning goals).

A detailed notice and review process for postacknowledgment amendments is set forth in ORS 197.610. See, e.g., Club Wholesale Concepts, Inc. v. City of Salem, LUBA No. 90-057, 19 Or LUBA 576 (1990) (tolling statutory deadline for appealing new ordinance for party to whom city failed to give timely notice of ordinance). A difficulty common to such amendments is how to determine which goals apply. The general rule is set forth in Davenport v. City of Tigard, LUBA Nos. 91-133, 91-137, 22 Or LUBA 577, 586 (1992): "Where apparently applicable statewide planning goals are implicated by a challenged decision, the city must either explain how the challenged decision complies with the goals or explain why those apparently applicable goals do not apply." A slightly different twist was added in Oregon Department of Transportation v. Clackamas County, LUBA No. 92-062,

14-100 2010 Edition 23 Or LUBA 370, 373 (1992), in which LUBA held that findings on a number of goals should have been made because "[i]t is not obvious to us that [those goals] . . . are not applicable to the proposal."

Amendments to statewide planning goals may be effective immediately to local decisions. ORS 197.245, 197.646; *Department of Land Conservation & Dev. v. Lincoln County*, 144 Or App 9, 925 P2d 135 (1996) (amendments to Goal 11 applicable to local permit decisions).

The relationship between statewide planning goals and local plans or ordinances is discussed in the following cases:

- Bicycle Transp. Alliance v. Washington County, 127 Or App 312, 316–317, 873 P2d 452, adhered to in part, modified on other grounds, 129 Or App 98 (1994) (to sustain local ordinance that amends acknowledged transportation plan by allowing administrative staff to change road alignments within specified road corridors, county must show that at least initial designation of corridors complied with goals).
- Costco Wholesale Corporation v. City of Beaverton, LUBA Nos. 2005-044, 2005-046, 2005-050, 2005-053, 50 Or LUBA 476, 495-496 (2005), aff'd in part, rev'd in part, 206 Or App 380 (2006) (OAR 660-014-0060 requires local governments to apply acknowledged plans and land use ordinances, rather than statewide planning goals, to annexation decisions unless plans and ordinances do not control the annexation. A plan policy that provided nonbinding policy guidance was found to control the annexation.).
- Geaney v. Coos County, LUBA No. 97-104, 34 Or LUBA 189 (1998) (rejecting the county's interpretation of a comprehensive plan provision that an exception to Goal 3 is not required to rezone certain land already subject to the exception to allow the existing use of the property, when the prior exception did not recognize the existing use of the property as an allowed use).

- Doty v. Jackson County, LUBA Nos. 97-089, 97-090, 34 Or LUBA 287 (1998) (remanding for additional Goal 5 review for ordinances amending local plan map and text to change designation of Goal 5 resource lands, because county did not consider the impacts to resources beyond the limits of redesignated land).
- Department of Land Conservation and Development v. Douglas County, LUBA No. 96-233, 33 Or LUBA 216 (1997) (remanding legislative plan amendment for violation of coordination requirement under Goal 2 because county did not postpone adoption until state economist provided population projections for county to consider).

8. (§14.87) Impact of Amendment or Reinterpretation of Standards and Criteria

In general, a land use application may be reviewed for compliance only with those standards and criteria in effect at the time the application is deemed complete. See §14.11 for a discussion of the "fixed goal post rule."

The meaning of the term standards and criteria, as used in ORS 215.427(3) and 227.178(3), is a question of state law. As a result, a local interpretation or application of that term does not bind the Land Use Board of Appeals or the courts. Local governments cannot avoid making findings of compliance by "interpreting" approval standards or criteria as not being approval standards or criteria if they are set forth in the plan or implementing regulation as such. The term standards and criteria is not limited "to the local provisions that the local government must apply in acting on an application; it also includes provisions . . . that the government does apply and that have a meaningful impact on its decision. Davenport v. Tigard, 121 Or App 135, 141, 854 P2d 483 (1993).

PLEASE PRINT CLEARLY

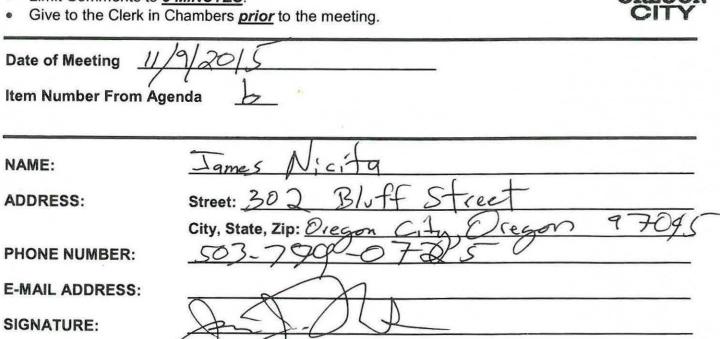
- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to <u>3 MINUTES</u>.
- · Give to the Clerk in Chambers prior to the meeting.



Date of Meeting	11/9/15 genda <u>3</u> b	
NAME:	SAM DUTTON	
ADDRESS:	Street: 13796 NW TREVINO ST City, State, Zip: PORTLAND, OR 97229	
PHONE NUMBER:	702.622.9740	
E-MAIL ADDRESS:	Sam dutton & providence org	
SIGNATURE:	- Mage	

COMMENT FORM

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to <u>3 MINUTES</u>.



- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to <u>3 MINUTES</u>.
- Give to the Clerk in Chambers prior to the meeting.

				П
		5	1	
		RE	G	NC
-	Ĉ	T	ř	1

Date of Meeting	1915
Item Number From Ag	enda <u>3</u> 6
NAME:	Tiffany Mumma
ADDRESS:	Street: 18/0 /4th St
	City, State, Zip: Oregon City, OR 97045
PHONE NUMBER:	503-650-9596
E-MAIL ADDRESS:	Diffmumma@aol.com
SIGNATURE:	Siffe
	COMMENT FORM
• Limit Comments to 3	T CLEARLY*** MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
Date of Meeting	VOV 9 2015
Item Number From Ag	enda <u>3B</u>
NAME:	JAY PEARCE
ADDRESS:	Street: 1214 WASHINGTON
	City, State, Zip: ORE GON CITY 97045
PHONE NUMBER:	
E-MAIL ADDRESS:	multijay e teleporti con
SIGNATURE:	- will live

PLEASE PRINT CLEARLY

SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY

• Limit Comments to 3 MINUTES.

• Give to the Clerk in Chambers prior to the meeting.



Date of Meeting	7/15
Item Number From Ager	ida <u>35</u>
NAME:	Rinee Boutin King
ADDRESS:	Street: 1500 DIVISIM
PHONE NUMBER:	Sole USO 62 12
E-MAIL ADDRESS:	penée. King @ providence una
SIGNATURE:	Lever Sin king

COMMENT FORM

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.
- Give to the Clerk in Chambers prior to the meeting.

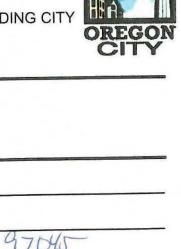
	ename ename
Date of Meeting	1/9/15
Item Number From A	genda <u>36</u>
NAME:	JOSH KOLBERG
ADDRESS:	Street: 6969 SW HAMPTON
	City, State, Zip: PORTLAND, OR 97223
PHONE NUMBER:	503-968-6900
E-MAIL ADDRESS:	josh Q pkgarchitects, com
SIGNATURE:	- Jm Jm

PLEASE PRINT CLEARLY

SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY

Limit Comments to 3 MINUTES.

Give to the Clerk in Chambers prior to the meeting.



Date of Meeting	1/9/15
Item Number From Ag	enda <u>3b</u>
NAME:	Sherri Paris
ADDRESS:	Street: 1500 Tivision St
	City, State, Zip: Olegon City, OK 17090
PHONE NUMBER:	503 650-6305
E-MAIL ADDRESS:	Sherri pans @ phyldence org
SIGNATURE:	SML

COMMENT FORM

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.

Give to the Clerk in C	Chambers prior to the meeting.	CITY
Date of Meeting 1	19/15 enda 3b	
NAME:	Stefanie Slyman, HHPR Inc	
ADDRESS:	Street: 205 SE Spokane St. #200 City, State, Zip: Portland, OR 97202	
PHONE NUMBER: E-MAIL ADDRESS: SIGNATURE:	SU3-221-1131 Stefanies Chher, com	

PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to <u>3 MINUTES</u>.
- · Give to the Clerk in Chambers prior to the meeting.

HA	4	
ORE	GON	

Date of Meeting 1	1/9/15 genda 36
NAME:	ixt West
ADDRESS:	Street: 1500 Division
PHONE NUMBER:	City, State, Zip: 0 1000 (144, OR 97045
E-MAIL ADDRESS:	Jettrey litest e providence ovo
SIGNATURE:	Mules

COMMENT FORM

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.

Give to the Clerk in C	Chambers prior to the meeting.	CITY
Date of Meeting	101-9-2015	
Item Number From Ag	enda Williamette fallo	
Mastero	lan expansion	NON +2
NAME:	Callie Edwards	
ADDRESS:	Street: 1810 15th St Oregon	Colla
	City, State, Zip: ORCON 97045	0
PHONE NUMBER:	563 995 3994	
E-MAIL ADDRESS:	Carrieand babies a yanoc.	cm
SIGNATURE:	Calle Edwards.	

Housing Resource Document for the City of Oregon City Comprehensive Plan

Prepared For:

City of Oregon City PO Box 3040 320 Warner Milne Road Oregon City, OR 97045

Prepared By:

David Evans and Associates, Inc 2100 SW River Parkway Portland, OR 97201

October, 2002

Table of Contents

1	INTRO	DUCTION	J
2	EXIST	ING CONDITIONS	1
_			
		OGRAPHICS	
	2.1.1	Population Trends	
	2.1.2	Age	
	2.1.3	Race	
	2.1.4	Group Quarters	4
	2.1.5	Poverty	
	2.2 Hou	SEHOLDS	
	2.2.1	Household Size	<i>(</i>
	2.2.2	Income	6
	2.3 Hou	SING STOCK	
	2.3.1	Housing Units (Census)	8
	2.3.2	Housing Units (Housing survey)	8
	2.3.3	Current Housing Mix and Density	
	2.3.4	Condition	
	2.3.5	Housing Availability	
	2.3.6	Cost	
	2.3.7	Owning Versus Renting	
3	FUTU	RE HOUSING NEED	18
	3.1 Pro	IECTED LAND CAPACITY	18
	3.1.1	Existing Residential Land Supply	
		RO AND CLACKAMAS COUNTY CAPACITY ESTIMATES/LAND NEED THROUGH 2017	
		SING MIX BASED ON DEMOGRAPHICS	
		D NEEDS/SURPLUS BY HOUSING TYPE	

1.List of Tables

Table 1. Population Change of Oregon City and other Willamette Valley Jurisdictions	
Table 2. Age	
Table 3. Race as a Percentage of Population	
Table 4. Number and Percentage of People in Group Quarters	4
Table 5. Poverty in Oregon City (2000)	5
Table 6. Household Type in Oregon City	
Table 7. Average Household Size	
Table 8. Household Income in Metropolitan Portland and Oregon City (2000)	
Table 9. Median Household Income (2000)	7
Table 10. Number of Units by Structure Type by Percentage of Total Housing Units	8
Table 11. Number of Existing Units by Type and Zone	
Table 12. Number of Existing Units by Type and Neighborhood	11
Table 13. Mobile and Manufactured Home Parks	12
Table 14. Percentage of Housing Units by Structure Type within the City Limits (1996-2001).	12
Table 15. Development Density Compared to Maximum Allowable Density (1996-2001)	
Table 16. Housing Condition in Oregon City	
Table 17. Current Occupancy and Vacancy Rates in Oregon City	
Table 18. Average Rent by Number of Bedrooms for Portland and Oregon City	
Table 19. Median Home Price for Portland and Oregon City (Jan 2002-July 2002)	
Table 20. Housing Affordability based on Household Income	
Table 21. Monthly Affordable Housing Costs for Oregon City Residents	
Table 22. Affordable Housing by Median Household Income	
Table 23. Vacant Residential Land by Zoning in Oregon City	21
Table 24. Partially Vacant Residential Land by Zoning in Oregon City	22
Table 25. Potentially Redevelopable Residential Land by Zoning in Oregon City	
Table 26. Capacity Analysis based on Metro and Clackamas County Capacity Estimates	
Table 27: Actual and Projected Housing Mix	
Table 28. Housing Need/Surplus with Rezoned Areas	
Table 29. Potential Changes in Zoning to Meet Density Target	
List of Figures	
	On or Follows Page
Figure 1. Oregon City Neighborhood Boundaries	
Figure 2. Vacant and Partially Vacant Parcels	
Figure 3. Improvement to Land Value Ratio for Residential Property	23
Figure 4. Percentage of New Housing Units Needed by housing Type for Oregon City	
Figure 5. Changes to the Comprehensive Plan Map and Zoning Designations	28

1 Introduction

Adequate, affordable housing is one of the most important elements of any community. Housing provides our daily shelter as well as supplying a personal identity to a neighborhood and the community at large. An adequate supply of affordable housing and a variety of housing options to meet the needs of Oregon City residents are important components of a thriving community. Ensuring that all residents are able to secure housing and offering housing choices that attract new residents are ways to build a community's future.

We are largely a nation of homeowners. According to the 2000 Census, nationwide, approximately 66 percent of all households own their homes. In the Portland Metropolitan Area, about 62 percent of all households are owner-occupied; Oregon City is very similar at 60 percent. For the homeowner and the renter, housing costs are a significant economic investment. Housing also plays a vital role in the national economy by generating jobs. For local government, housing is a primary source of income (property taxes) and the major recipient of expenditures to provide public facilities and services (water, sewer, transportation, police and fire).

Oregon City is unique in the region for its role in Oregon history and for the age and diversity of its housing stock. In Oregon City, housing has always been at the center of the community. Many older homes and buildings have historical significance. Therefore, housing planning in the city is aimed at both development of new housing units and preservation or careful redevelopment of older historic housing units. This requires a keen understanding of the current housing stock. Because Oregon City, like many other communities in the Willamette Valley, has grown quickly in the last decade, more units are needed to accommodate new residents, or residents wishing to move into another type of housing.

The Housing Element covers:

- Demographics that gives an overview of Oregon City residents compared to the region;
- Housing Stock that describes the current number of housing units
- Projected Land Capacity that describes the amount of vacant, partially vacant and potentially redevelopable residential land and its projected housing capacity; and
- Land Needs/Surplus that describes the needed housing mix and land needs be housing type.

2 Existing Conditions

2.1 Demographics

2.1.1 Population Trends

Oregon City has experienced population booms and busts over its long history. In the last twenty years Oregon City, like many communities in the Willamette Valley, has seen more accelerated

¹ The Portland Metropolitan Area includes the Multnomah, Clackamas, and Washington Counties, unless otherwise noted. The U.S. Census Bureau considers the three-county area a Primary Statistical Area.

growth, growing faster in the 1990's than in the 1980's. Table 1 illustrates the rate of growth for several communities in the Willamette Valley. Oregon City grew very little in the 1980's, when recession and lack of employment opportunities drew few new residents. In the 1990's, Oregon City began to grow at a much faster rate than it had in the 1980's, and along with other cities in the Willamette Valley, far surpassed the growth rates seen in the 1980's. In the 1990's, Oregon City was one of the fastest growing cities in the Willamette Valley, increasing its size by nearly 82 percent between 1990 and 2000. Clackamas County and the state also grew at much faster rates in the 1990's, increasing in population by approximately 24 percent and 22 percent, respectively.

Table 1. Population Change of Oregon City and other Willamette Valley Jurisdictions

			% change	AAGR	·		% change	AAGR
Jurisdiction	1980	1990	(1980-1990)	(1980-1990)	2000	2001	(1990-2001)	(1990-2001)
Oregon	2,633,156	2,842,321	7.9%	0.8%	3,421,399	3,471,000	22.1%	1.8%
Clackamas Co.	241,919	278,850	15.3%	1.4%	338,391	345,150	23.8%	2.0%
Oregon City	14,673	14,698	0.2%	0.0%	25,754	26,680	- 81.5%	5.6%
Albany	26,511	29,540	11.4%	1.1%	40,852	41,650	41.0%	3.2%
Dallas	8,530	9,422	10.5%	1.0%	12,459	12,650	34.3%	2.7%
Forest Grove	11,499	13,559	17.9%	1.7%	17,708	18,380	35.6%	2.8%
Gladstone	9,500	10,152	6.9%	0.7%	11,450	11,438	12.7%	1.1%
Gresham	33,005	68,249	106.8%	7.5%	90,205	91,420	34.0%	2.7%
Lebanon	10,413	10,950	5.2%	0.5%	12,950	13,190	20.5%	1.7%
McMinnville	14,080	17,894	27.1%	2.4%	26,499	27,500	53.7%	4.0%
Milwaukie	17,931	18,670	4.1%	0.4%	20,550	20,490	9.7%	0.8%
Newberg	10,394	13,086	25.9%	2.3%	18,064	18,280	39.7%	3.1%
Salem	89,233	107,793	20.8%	1.9%	136,924	139,320	29.2%	2.4%
Tualatin	7,483	14,664	96.0%	7.0%	22,791	23,270	58.7%	4.3%
West Linn	11,358	16,389	44.3%	3.7%	22,261	23,090	40.9%	3.2%
Woodburn	11,196	13,404	19.7%	1.8%	20,100	20,410	52.3%	3.9%

Source: U.S. Census (1980, 1990, and 2000 Decennial Census); Portland State University Population Research Center, 2001

2.1.2 Age

The age of a population is a factor in determining what types of housing units are needed. Younger residents are likely to live with families or in apartments. When residents begin to have children, housing needs change from smaller units to single-family homes with rooms for the children to play. When residents no longer need the large house because their children have left, housing needs change again, often when the care of a larger home is burdensome or when more medical care is necessary. Currently, the highest percentage of residents in Oregon City and the Portland Metro area are between 25 and 54, the ages when residents are starting families or have older children still living at home (Table 2). Many residents in this age bracket earn more money as they become established in their careers and are able to afford more expensive housing. Oregon City has a slightly younger population than the Portland Metro area, with a median age of 32.7 compared to the Portland Metro area at 34.9. Oregon City has a higher percentage of residents under 10 than the Portland Metro area, indicating that many Oregon City residents have young families.

Table 2. Age

	Oreg	on City	Portland PMSA		
Age	Number	Percentage	Number	Percentage	
Under 5	2,160	8.4%	108,004	6.9%	
5 to 9	2,019	7.8%	109,949	7.0%	
10 to14	1,763	6.8%	108,194	6.9%	
15 to 19	1,740	6.8%	105,762	6.7%	
20 to 24	1,913	7.4%	107,383	6.8%	
25 to 34	4,239	16.5%	249,314	15.9%	
35 to 44	4,135	16.1%	259,557	16,5%	
45 to 54	3,433	13.3%	233,748	14.9%	
55 to 59	1,145	4.4%	74,198	4.7%	
60 to 64	696	2.7%	51,236	3.3%	
65 to 74	1,147	4.5%	80,269	5.1%	
75 to 84	931	3.6%	62,108	3.9%	
85 and older	433	1.7%	23,049	1.5%	
Median Age	32.7		34.9		

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics

2.1.3 Race

Oregon City is less diverse in its racial and ethnic composition than the state or the Portland Metro area; over 90 percent of Oregon City's population is white. Table 3 includes the percentage of residents by race for Oregon, Metropolitan Portland, and Oregon City. Oregon City's minority population is composed primarily of Hispanics or Latinos, with smaller numbers of residents identifying themselves as two or more races. Asian residents make up just over one percent of the city's population. This is less than the Portland Metro area where nearly five percent of the population is Asian. In Oregon City, as in the state and the Portland Metro area, the largest minority group is Hispanic or Latino.

Table 3. Race as a Percentage of Population

	Oregon	Oregon City	Portland MSA
White (%)	83.5%	90.8%	81.6%
Black/African Am.(%)	1.6%	0.6%	2.6%
Am. Indian, Eskimo, Aleut (%)	1.2%	0.9%	0.8%
Asian (%)	2.9%	1.1%	4.5%
Hawaiian/ other Pacific Islander (%)	0.2%	0.1%	0.3%
Some other race (%)	0.1%	0.0%	0.1%
Two or more races (%)	2.4%	2.2%	2.7%
Hispanic/Latino(%)	8.0%	5.0%	7.4%

Source: U.S. Census Bureau, 2000 (SF-1).

Note: The total percentage of Oregon City residents does not equal 100 percent due to rounding.

2.1.4 Group Quarters

Group quarters are not considered standard housing units because the units do not have individual kitchens, but this is still an important source of housing for certain populations. The population in group quarters is broken into institutionalized (prisons, nursing homes, hospitals, etc.) and non-institutionalized (college dormitories, halfway homes, etc.) populations. In Oregon City, about 91 percent of the population in group quarters is institutionalized, either in correctional institutions (61 percent), nursing homes, or assisted living facilities (39 percent). Table 4 shows the total number of people (institutionalized and non-institutionalized) living in group quarters. Oregon City has a higher percentage of its total population in group quarters (3.5 percent) than the Portland Metro Area (1.8 percent). The number of residents seeking housing in groups quarters (nursing or residential care facilities) is likely to increase as the population ages over the next 20 years.

Table 4. Number and Percentage of People in Group Quarters

	1990		20	000	1990-2000 Change	
Area	Number	% of Total Population	Number	% of Total Population	Number	Percent Change
Oregon City		<u> </u>				
Group Quarters	362	2.5%	903	3.5%	541	149.45%
Total Population	14,698	100.0%	25,754	100.0%	11,056	75.22%
Portland PMSA						
Group Quarters	23,080	1.9%	28,939	1.8%	5,859	25.39%
Total Population	1,239,842	100.0%	1,572,771	100.0%	332,929	26.85%

Source: U.S. Census Bureau, 1990 (STF 1); 2000 Decennial Census, Profile of Selected Economic Characteristics

2.1.5 Poverty

Oregon City residents who fall below the federal poverty level have a more difficult time securing adequate housing those with higher incomes. Table 5 shows the poverty rate for all residents in Oregon City by relationship. Overall, the percentage of individuals below the poverty level in Oregon City is lower than the Portland Metro area, although female householder families are having a harder time making ends meet. The percentage of all families in poverty in Oregon City (6.5 percent) is slightly higher than families in poverty in the Portland Metro area (6.2 percent).

Female-headed households are much more likely to live in poverty than other families. The percentage of female-headed households in Oregon City in poverty is significantly higher than the Portland Metro area, with nearly 25 percent of female-headed households in Oregon City living in poverty. This compares to just over 20 percent in the Portland Metro area as a whole. The biggest concern is female-headed households with children under five. Over 41 percent live below the poverty line in Oregon City compared to about 39 percent for the Portland Metro area.

Table 5. Poverty in Oregon City (2000)

Category	Oregon City	Percent of Population	Portland PMSA	Percent of Population
Individuals	2,173	8.9	147,501	9.5
Persons 18 years and older	1,404	7.8	103,152	8.9
Persons 65 years and older	167	7.5	11,877	7.4
All families	438	6.5	24,605	6.2
With related children under 18	368	10.1	19,860	9.6
With related children under 5	183	11.7	10,939	13
All female householder families	293	24.9	11,529	20.2
With related children under 18	271	32.5	10,569	26.8
With related children under 5	118	41.4	5,355	39.1

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics

2.2 Households

While population characteristics are important, the characteristics of households define residential need. A household is all people living in a residential unit. A single person living alone in an apartment is considered a household, as is a family with children.

The U.S Census distinguishes between family and non-family households. Family households are made up of people related by blood or marriage. Non-family households are made up unrelated individuals (roommates). In 1990, Oregon City had 5,479 households with almost 70 percent in family households and about 30 percent in non-family households (Table 6). A comparison of the 2000 Decennial Census to the 1990 Census showed that there was very little change in the breakdown between family and non-family households, even though the 2000 Census reported a 73 percent increase in total households from 5,479 to 9,471 in 2000. Family households did grow slightly faster than non-family households, with single parent households showing the biggest increases.

Table 6, Household Type in Oregon City

, , , , , , , , , , , , , , , , , , ,										
	1990		2000		Percent Change 1990-2000					
	Number	Percent	Number	Percent						
Total Households	5,479		9,471		72.9%					
Family households	3,803	69.4%	6,669	70.4%	75.4%					
With own children under 18	2,153	39.3%	3,469	36.6%	61.1%					
Married Couples with family	2,946	53.8%	5,024	53.0%	70.5%					
With own children under 18	1,565	28.6%	2,410	25.4%	54.0%					
Female householder, no husband present	649	11.8%	1,166	12.3%	79.7%					
With own children under 18	453	8.3%	769	8.1%	69.8%					
Male householder, no wife preset	208	3.8%	479	5.1%	130.3%					
With own children under 18	135	2.5%	290	3.1%	114.8%					
Non family households	1,676	30.6%	2,802	29.6%	67.2%					

Source: U.S. Census, 1990 (STF-1); U.S. Census, 2000 (SF-1); 2000 Decennial Census, Profile of Selected Economic Characteristics

2.2.1 Household Size

Another characteristic that will affect the type of housing needed by a household is its size. Average household size has declined nationally and in Oregon over the past 50 years. Table 7 shows that in 1950, the average household size in Oregon was 3.10, but sharp declines in the 1970's dropped the average household size to 2.60 in 1980. The decline in average household size has slowed over the last 20 years, but has still fallen to 2.51 for Oregon.

Table 7. Average Household Size

	Ore	gon	Oregon City		
	Average	Percent Change	Average	Percent Change	
1950	3.10		2.90		
1960	3.10	0.0%	2.90	0.0%	
1970	2.90	-6.5%	2.90	0.0%	
1980	2.60	-10.3%	2.66	-8.3%	
1990	2.52	-3.1%	2.62	-1.5%	
2000	2.51	-0.4%	2.62	0.0%	

Source: 1950-1970: "1940-1970 Population and Housing Trends, Cities and Counties of Oregon," Bureau of Government Research and Service, University of Oregon; 1980 Census of Housing, , Bureau of the Census, August 1982; 1990 Census, (Summary of Population and Housing Characteristics); 2000 Census (SF-1)

The Portland Metro area mirrors the state average at 2.51 percent in 2000. Oregon City had a smaller average household size than the state in 1950 (2.90), and also saw sharp declines in the 1970's, but did not decrease as fast as the state. Oregon City has continued to maintain a 2.62 average household size through 2000, the same as in 1990. Smaller household size means more units are needed even if the population remains unchanged.

2.2.2 Income

The most important household characteristic for determining housing need is income. Household income in Oregon City is generally increasing, with the biggest increases at the higher income levels. Table 8 indicates that the majority of Oregon City households earned between \$25,000 and \$74,999 (about 57 percent), which is similar to the Portland Metro area, where the majority of households (about 52 percent) also earn between \$25,000 and \$74,999.

In general, household income distribution in Oregon City mirrors the Portland Metro area with differences all less than two percent for each income bracket. The only exception are households earning more than \$150,000; 4.6 percent of Portland Metro households earn more than \$150,000 but in Oregon City only 1.5 percent of households earn more than \$150,000.

Table 8. Household Income in Metropolitan Portland and Oregon City (2000)

	Oregon City	Percent of population	Portland PMSA	Percent of population
Less than \$10,000	728	7.7%	42,556	6.9%
\$10,000 to 14,999	395	4.2%	31,037	5.0%
\$15,000 to 24,999	1,028	10.8%	69,551	11.3%
\$25,000 to 34,999	1,322	13.9%	78,424	12.7%
\$35,000 to 49,999	1,816	19.1%	105,902	17.2%
\$50,000 to 74,999	2,245	23.6%	133,308	21.7%
\$75,000 to 99,999	1,217	12.8%	72,099	11.7%
\$100,000 to 149,000	599	6.3%	53,649	8.7%
More than \$150,000	143	1.5%	28,565	4.6%

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics

Table 9 shows median household income (MHI) for the Portland Metro area and Oregon City. Median household income has increased faster in Oregon City than in the Portland Metro area, although the MHI in Oregon City is still lower than the Portland Metro area. In 2000, Oregon City's median household income was about \$46,000 compared to the Portland Metro area, which has a median household income of nearly \$47,000.

Table 9. Median Household Income (2000)

Area	Median Household Income
Oregon City	45,531
Portland PMSA	46,789

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics

2.3 Housing Stock

Determining how much and what types of housing will be needed in the next 20 years requires an understanding of what the current housing stock offers. The Residential Housing and Land Inventory is used as the basis for determining the types and number of units that currently exist in Oregon City and the land available to accommodate housing in the future. Housing trends are based on building permit data since 1996.

The demographics section illustrated that Oregon City is a growing community and, if growth continues as expected, more housing units will be required than are now available. How will this growth affect the livability of Oregon City, and what housing options will new residents want? One single type of housing will not meet the needs of every current and future resident; people need different types of housing depending on income, family size, age, etc. To ensure current residents stay and new residents want to move to Oregon City, a range of housing options are necessary.

2.3.1 Housing Units (Census)

The previous sections discussed characteristics and housing needs of Oregon City residents. This section describes housing units available for them. Oregon City has a range of housing types. Table 10 shows the total number of units (both occupied and vacant) by structure type, based on the 2000 Census. The percentage of single-family homes in Oregon City (74 percent) is nearly the same as the Portland Metro area (73 percent). By far the majority of single-family homes are one-unit-detached structures. Other single-family housing types include one-unit-attached (townhouses), duplex (two-unit), and mobile homes. The percentage of the housing stock in each of these structure types is similar to that in the Portland Metro area as a whole.

Table 10. Number of Units by Structure Type by Percentage of Total Housing Units

-	Oreg	gon City	Portland PMSA		
	Units	Percentage of total housing units	Units	Percentage of total housing units	
Single-family					
one unit-detached	6320	62.2	401,817	61.6	
one unit-attached	283	2.8	21,994	3.4	
Duplex	603	5.9	19,476	3.0	
Mobile home	348	3.4	31,468	4.8	
Subtotal	7554	74.0	474,755	73.0	
Multi Family					
3-4	620	6.1	29,880	4.6	
5-9	883	8.7	35,569	5.5	
10-19	382	3.8	36,517	5.6	
20 or more	726	7.1	73,713	11.3	
Subtotal	2611	26.0	175,679	27.0	
Boat, RV, van etc	0		1,836		
Total	10,165		652,270		

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics Household Characteristics

According to the 2000 Census, multifamily housing (structures with three of more units) account for about 26 percent of all housing in Oregon City and about 27 percent of all housing in the Portland Metro area. Oregon City's multifamily housing is concentrated in smaller complexes with less than ten units, although some newer apartment complexes with more than 20 units also are found in the city. The Portland Metro area also has a number of smaller apartment complexes, but the majority of units are in larger complexes with 20 or more units.

2.3.2 Housing Units (Housing survey)

Additional housing data by structure type was gathered through a parcel level housing survey completed in May 2002. The survey was conducted by walking or driving the entire city within the Oregon City UGB. In areas where it was difficult to determine if there were housing units,

aerial photos were used to confirm the number and type of housing units. Section 2.3.2.1 compares Census housing counts with those gathered in the housing survey.

An inventory of Oregon City housing revealed that housing in the city is fairly well dispersed in the city's neighborhoods (Figure 1). Table 11 shows the number of housing units by type and zone. Table 12 shows the number of housing units by type and area. While nearly all areas have a significant number of units, Hazel Grove/Westling Farm, Hillendale, McLoughlin, Mt. Pleasant and the South End have the highest concentration of residential units. Within these areas, R-10, R-8, and R-6 zones have the highest concentration of single-family detached homes; RA-2, RD-4 and R-6 zones have the highest concentration of multifamily units. Single-family detached residential units are the dominant housing type in Oregon City. A description of zoning districts is in Appendix A.

2.3.2.1 Within City Limits

There are 11,395 housing units within the city limits of Oregon City. Single-family units comprise approximately 76 percent of housing within the city limits, which is slightly higher than the 74 percent that the census data reported for total single-family units. ^{4,5} The housing survey determined that approximately 19 percent of housing units are multifamily units in structures or complexes with three or more units, compared to the Census data that reported approximately 26 percent of Oregon City housing unit as multifamily. The Census does not count group quarters by unit (it only counts individuals living in group quarters), although the May 2002 housing survey did identify an additional 505 units within the city limits, or about four percent of housing units, as group quarters. These include complexes such as group homes, retirement homes, and congregate care facilities where residents do not have individual kitchens.

Overall, the May 2002 housing survey counted 11,395 housing units within the city limits compared to 10,165 housing units counted in the 2000 Census. If group quarters were removed from the housing survey, the total units would be 10,890. While this is still higher than the Census count, the housing survey includes residential construction after the 2000 Census information was collected.

2.3.2.2 Outside the City Limits but Inside the UGB.

There are 1,162 housing units outside of the Oregon City city limits, but within the urban growth boundary (UGB). All housing units in this area are single-family units. About 55 percent of these homes are more traditional single-family detached homes on larger lots, and about 44 percent of homes are manufactured housing units in parks.

² City staff used existing neighborhood association boundaries that were slightly modified to include all areas within the UGB.

³ Total accessory dwelling units were estimated using Metro's methodology (based on 2000 Census data) at 1.8 percent of total single-family detached residential units (not including manufactured or mobile homes in parks). Applied to Oregon City, this equals 142 units, which were included in the overall count of residential units within the UGB.

⁴ Single-family units include single-family detached, single-family attached, duplex, mobile homes in parks, and accessory dwelling units.

⁵ The 2000 Census counted housing units within the city limits. It does not include housing units outside the city limits, but within the UGB.

2.3.2.3 Overall Housing Units

According to housing survey, there are 12,557 housing units within the Oregon City UGB; about 81 percent are single-family homes. About seven percent of single-family homes are mobile or manufactured homes in parks, with the majority of those parks located outside the city limits but inside the UGB. Oregon City has a number of multifamily units (three or more units), comprising about 17 percent of all units within the UGB. Duplexes (just over five percent of housing units) and multifamily units are primarily located inside the city limits. Group quarters were found in five neighborhoods: Barclay Hills, Gaffney Lane, McLoughlin, New TBA, and Rivercrest. These were mainly nursing or retirement homes, although there were also some congregate homes for residents with physical and/or mental disabilities.

Table 11. Number of Existing Units by Type and Zone

Subtotal Total	637 8,064	2 676	512 893	72	<i>0</i> 2,205	11 142	505	1,162 12,557
County	637	2	512	0	0	11	0	1,162
Outside City					 -			
Subtotal	7,427	674	381	72	2,205	131	505	11,395
RD-4	192	333	381	46	350	3	54	1,359
RC-4	324	80	0	0_	110	6	63	583
RA-2	25	26	0	20	1,215	0	119	1,405
R-8	2,220	6	0	0	0	40	5	2,271
R-6/MH	125	0	0	0	0	2	0	127
R-6	1,735	129	0	0	290	31	55	2,240
R-10	2,647	76	0	0	4	48	0	2,775
NC	8	2	0	0	0	0	0	10
M-1	25	4	0	0	0	0	0	29
LOC	26	4	0	0	28	0	0	58
LO	21	6	0	6	174	0	101	308
LC	19	4	0	0	17	0	0	40
HC	17	0	0	0	0	0	0	17
CI	5	0	0	0	0	0	0	5
Inside City L	1mits 38	4	0	0	17		108	168
ZONE	Residential	Duplex	Parks	Attached	Residential	ADU	Quarters	Total
	Single-Family		Manufactured Homes in	Single-Family Residential	Multifamily		Group	

Source: Source: David Evans and Associates, May 2002 Housing Survey

ADU=Accessory dwelling unit

Table 12. Number of Existing Units by Type and Neighborhood

				Oi				
	Single Femily		Manufactured	Single-Family	Multifomilia	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Croup	
Aroa	Single-Family	Duploy	Homes in	Residential Attached	Multifamily	Accessory	Group	Total
Area	Residential	Duplex	Parks	Attached	Residential	Dwelling Units	Quarters	Total
Inside City Limits	070	400			070		400	700
Barclay Hills	273	128	0	0	279	5	108	793
Canemah	111	0	0	0	18	2	0	131
Caufield	512	0	67	0	200	9	0	788
Gaffney Lane	747	4	0	66	434	13	159	1,423
Hazel Grove/Westling Farm	460	0	0	0	0	8	0	468
Hillendale	805	56	314	0	194	14	0	1,383
McLoughlin	800	140	0	0	207	14	63	1,224
Mt. Pleasant	608	68	0_	6	452	11	0	1,145
New TBA	362	20	0	0	146	7	125	660
Park Place	604	144	0	0	100	11	0	859
Rivercrest	611	8	0	0	65	11	50	745
South End	979	102	0	0	0	18	0	1,099
Tower Vista	555	4	0	0	110	8	0	677
Subtotal	7,427	674	381	72	2,205	131	505	11,395
Outside of the City Limits		<u> </u>				0		
Canemah	5	0	33	0	0	0	0	38
Caufield	99	0	479	0	0	2	0	580
Gaffney Lane	27	0	0	0	0	0	0	27
Hazel Grove/Westling Farm	118	0	0	0	0	2	0	120
Hillendale	94	0	0	0	0	2	0	96
New TBA	12	2	0	0	0	0	0	14
Park Place	104	0	0	0	0	2	0	106
South End	178	0	0	0	0	3	0	181
Subtotal	637	2	512	0	0	11	0	1,162
Total	8,064	676	893	72	2,205	142	505	12,557

Source: David Evans and Associates, May 2002 Housing Survey

2.3.2.4 Manufactured Housing

Oregon state law requires that manufactured homes be allowed anywhere traditional single-family detached homes are permitted, provided they meet specific building codes. The May 2002 housing survey counted manufactured homes on individual lots as single-family detached units. In these instances, the homeowner owns the structure and the land where the home is located.

Oregon City also has designated mobile home parks and manufactured home developments where the homeowner owns the structure, but rents or leases the land where the home is located. These housing developments were counted separately in the housing survey because there are different housing structure requirements for parks. For example, homes in parks are not always required to have a permanent foundation or permanent utilities connections. Table 13 shows designated mobile home and manufactured home parks within Oregon City.

Table 13. Mobile and Manufactured Home Parks

Park Name	Neighborhood	Capacity (units)	Existing Units	Vacant
Mt. Pleasant Mobile Home Park	Hillendale	125	125	0
Clairmont Mobile Home Park	Hillendale	189	189	0
Country Village Estates	Caufield	479	448	31
Cherry Lane Mobile Home Park	Caufield	67	60	7
Mobile Home Park	Canemah	33	_33	0

Source: City of Oregon City; David Evans and Associates, Inc.; May 2002 Housing survey

2.3.3 Current Housing Mix and Density

Residential development since 1996 in Oregon City has consisted primarily of single-family detached residential development. Table 14 shows that 82.5 percent of units built since 1996 have been single-family detached, while about 14.5 percent were multifamily units. Manufactured or mobile homes also accounted for about three percent of new units.

Table 14. Percentage of Housing Units by Structure Type within the City Limits (1996-2001)

	Percent of Units
Single-family detached	82.5%
Single-family attached	0.3%
Mobile or manufactured	2.7%
Multifamily	14.5%

Source: Metro, 2002

In order to make efficient use of urban land and infrastructure (water, sewer, streets), Metro urges cities to ensure that housing is built at densities of at least 80 percent, the maximum allowed by zoning. As a part of the Oregon City Functional Compliance Report (1999), the City determined that between 1990 and 1995, the number of households per net developed acre reached 82 percent of the maximum allowable densities for residential zones, which complies with the Metro target for built density.

Table 15. Development Density Compared to Maximum Allowable Density (1996-2001)

		Original Parcel	Developed Acres	ROW/	Net	Maximum	Percent of Maximum Density
Zone	Total Units	Size_	(residential)	Unbuildable	Density	Density	(net)
ZONING D	ESIGNATIO	NS					
R-10	399	141.3	89.7	57.5%	4.4	4.4	100%
R-6	45	11.6	7.9	46.8%	5.7	7.3	78%
R-6/MH	46	12.7	9.5	33.7%	4.8	6.4	76%
R-8	725	200.8	149.5	34.3%	4.8	5.5	88%
RD-4	88	18.1	14.4	25.7%	6.1	10.9	56%
Total	1,303.0	384.5	271.0	41.9%	4.8		80%

Source: City of Oregon City (July 2002); David Evans and Associates

Table 15 shows residential development permitted through land use actions (subdivisions) since 1996. The majority of new development has occurred in the R-8 and R-10 zoning districts, largely on land annexed since 1996. Developments also appear to be occurring on parcels with more environmental constraints, as the amount of land not developed, especially in the R-10 and R-6 zones, is much higher than in other areas. Regardless of parcel size, the city is achieving 80 percent of maximum residential density citywide. Some zones are reaching closer to the maximum allowable density than others; the R-10 zone has reached 100 percent of the maximum density, where as the RD-4 zone has achieved just 56 percent.

2.3.4 Condition

No housing condition survey has been completed in recent years. Instead, the condition of the current housing stock in Oregon City has been estimated based on the age of the structures. Newer units, ones typically less than 30 years old, will require fewer major repairs (new roof, electrical upgrades, plumbing). Table 16 shows the age of Oregon City housing stock. Almost half of Oregon City homes are older than 30 years, with over a quarter of homes older than 50 years. These homes require more upkeep than the newer homes, costing the homeowner additional money if the home is repaired as needed. About a third of homes are less than ten years old, showing the boom in home construction over the last 10 years.

Table 16. Housing Condition in Oregon City

	Percent
Less than 10 Years old	32%
11 to 20 Years old	3%
21 to 30 Years old	25%
31 to 40 years old	8%
41 to 50 years old	5%
more than 50 years old	26%

Source: Clackamas County Tax Assessor's Office (May, 2002)

2.3.5 Housing Availability

Oregon City and the Portland Metro area are similar in the percentage of renters versus owners, as shown in Table 17. The majority of housing units in both Oregon City and the Portland Metro area are owner-occupied; about 60 percent of housing units in Oregon City are owner-occupied, compared to about 62 percent in the Portland Metro area. Oregon City also has a slightly higher rental vacancy rate at 7.7 percent compared to the Portland Metro area at 6.7 percent. The vacancy rate is a determining factor in the amount of rental units available, A vacancy rate over five percent is considered indicative of a rental market that is adequate to serve the needs of the community. A lower rate may signify a need for more units to meets demand. However, the vacancy rate does not take into account the types of housing that are vacant.

Table 17. Current Occupancy and Vacancy Rates in Oregon City

	Oregon City (percent)	Portland PMSA (percent)
Occupied housing units	93.7	94.2
Owner occupied	59.8	62.0
Renter occupied	40.2	38.0
Vacant housing units	6.3	5.8
Homeowner vacancy rate	3.4	2.3
Rental vacancy rate	7.7	6.7

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics Household Characteristics

2.3.6 Cost

One factor for determining how affordable housing is in Oregon City is to compare average rental cost and cost of homes for sale to median household income. Table 18 and Table 19 show average rents and the median home prices by the number of bedrooms for Oregon City and the Portland Metro area.

Table 18. Average Rent by Number of Bedrooms for Portland and Oregon City

_	Oregon City	Portland
Studio	\$373	\$492
One-bedroom	\$500	\$600
Two-bedroom	\$599	\$735
Three-bedroom	\$690	\$873
Four-bedroom	N/A	\$977

Source: Housing Authority of Portland (Portland rental rates); Rental Data.com (Oregon City rental information)

Rents are less expensive in Oregon City (20 to 30 percent lower) than in the Portland Metro area. While this does provide a general indication that renting an apartment in Oregon City is more affordable, it does not take into account the total number of units by price available or by location. Different rental rates and size of available units are not evaluated individually, but it is likely that lower priced rental units are more competitive than higher rents for larger units or units with more amenities.

Home prices in Oregon City are competitive with the Portland Metro area. According to the Regional Multiple Listing Service (RMLS), median home prices in Oregon City have increased as fast as the other parts of the Portland Metro area, especially for homes with three bedrooms. The RMLS reports that the median price for all home types in the Oregon City area is actually higher than the Portland Metro area, although this may be skewed slightly because RMLS includes some rural areas in Oregon City, where larger lots and potentially higher prices could drive the median cost higher. Nevertheless, the majority of homes sold in the last year within the RMLS zone that includes Oregon City reflect a housing market very similar to the Portland Metro area.

Although the median home price (for 2002) for all homes sold is higher in Oregon City, median home price by type and number of bedrooms is generally lower. The median home price for a home with four or more bedrooms is about eight percent lower in Oregon City than the Portland Metro area as a whole. Smaller homes are more comparable, with two and three bedroom homes selling for nearly the same as in the Portland Metro area. Condominiums in Oregon City are about 30 percent less expensive than the region.

Table 19. Median Home Price for Portland and Oregon City (Jan 2002-July 2002)

	Oregon City	Portland
Two-bedroom	\$132,000	\$135,000
Three-bedroom	\$178,000	\$169,950
Four-bedroom	\$227,031	\$245,000
Condominium	\$98,500	\$129,900
Median (all units)	\$184,000	\$176,500

Source: Regional Multiple Listing Service (Jan -July 2002)

Note: RMLS does not track Oregon City separately from other rural areas outside of the Portland metro area, Some rural areas outside of the Oregon City UGB are included in median home prices.

The market value for existing housing is only one facet for determining how much home Oregon City residents can afford, or if they can even afford to purchase a home. Income requirements from lenders and savings for a down payment are two stumbling blocks, but affording the monthly mortgage payment on a home can also be a burden. Table 20 compares household income to fair market rents in Clackamas County. Fair market rents are used to assess the average cost of rental housing within each county and are a better indicator of the entire rental housing stock in the region. While average rents in Oregon City are lower than fair market rents in Clackamas County, there is no assurance of availability of these lower rent units. The total number of units at a certain price point is also not accounted for in average rents in Oregon City, so some residents may be forced to live outside the city or pay higher prices more in line with fair market rents.

Housing affordability is based on the percentage of monthly income spent on housing. The Department of Housing and Urban Development (HUD) uses a standard formula to determine affordability, assuming no more than 30 percent of monthly household income is spent on rent or

⁶ HUD determines fair market rent based on annual phone survey and other data gathering techniques down to the county level, but does not collect data for smaller geographic units such as Oregon City.

mortgage. Using HUD's formula, over 12 of percent of Oregon City residents cannot afford even a studio apartment, and over 23 percent are not able to afford a two-bedroom apartment.

Table 20. Housing Affordability based on Household Income

	Oregon City	Percent of population	Affordable Housing Cost (30 percent)	HUD Fair Market Rent (2001)
Less than \$10,000	728	7.7%	0-\$250	Ob. dia. 0400
\$10,000 to 14,999	395	4.2%	\$250-\$375	Studio: \$492 One-bedroom: \$606
\$15,000 to 24,999	1,028	10.8%	\$375-\$625	Offe-pedicom, 4000
\$25,000 to 34,999	1,322	13.9%	\$625-\$875	•
\$35,000 to 49,999	1,816	19.1%	\$875-\$1,250	
\$50,000 to 74,999	2,245	23.6%	\$1,250-\$1,875	Two-Bedroom: \$747
\$75,000 to 99,999	1,217	12.8%	\$1,875-\$2,500	Three-bedroom: \$1,038
\$100,000 to 149,000	599	6.3%	\$2,500-\$3,725	Four-Bedroom: \$1,127
More than \$150,000	143	1.5%	more than \$3,750	
	9,493	100.0%		

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics Household Characteristics; HUD; Analysis by David Evans and Associates, Inc.

Although many residents cannot afford even the most basic housing, most Oregon City households can. Households with incomes between \$35,000 and \$75,000 account for about 43 percent of households and are generally able to afford at least a two-bedroom apartment if not more.

While many Oregon City households are able to afford larger and more expensive housing, households with lower incomes are in a more precarious situation. When rent accounts for more than 30 percent of income, HUD considers the household "cost burdened." Households spending more than 50 percent of monthly income on rent are considered "extremely cost burdened" and likely to be financially stressed by emergencies or even unable to afford basic needs such as food and transportation. HUD breaks low-income households into several categories: extremely lowincome (earning 30 percent or less than the median household income); very low-income (earning 50 percent or less than the median household income); and low-income (households earning 80 percent or less than the median households income). Table 21 illustrates what different Oregon City household income levels can afford based on the median household income. Extremely low-income households (earning less than \$13,659 annually) cannot afford even a studio in Oregon City. Very low-income households earning less than \$22,765 annually and accounting for about one-quarter of Oregon City's population are able to afford only a onebedroom apartment. In order to find housing, very-low income households may double up or accept substandard units. Low-income residents (earning less than \$36,425) can sometimes afford larger units.

Higher income households have a much better chance of securing adequate housing because they can afford to be choosy in both housing type and location. The high percentage of extremely low and very low incomes in Oregon City, in combination with high rental rates and housing costs, reveals an apparent lack of housing for low-income households.

Table 21. Monthly Affordable Housing Costs for Oregon City Residents

	Median Household Income	Affordable M	onthly Housing	Costs (30 per	cent of income)
Percent of Median Household Income		30 percent of MHI	50 percent of MHI	80 percent of MHI	100 percent of MHI
Oregon City	\$45,531	\$341	\$569	\$911	\$1,138

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics Household Characteristics; Analysis by David Evans and Associates, Inc

The National Low-Income Housing Coalition (NLIHC) estimates that, nationally, 55 percent of low-income households experience cost burden, live in substandard housing, and/or live in overcrowded units. For extremely low-income households (30 percent of MHI), the likelihood that a household experiences some type of housing problem is even higher, at 88 percent.

2.3.7 Owning Versus Renting

Owning a home is often the biggest investment an individual or family will undertake and can provide a level of financial independence for those that can afford it. According to the National Low Income Housing Coalition (NLIHC) and the U.S Census Bureau, home ownership nationwide is on the increase, undoubtedly due to currently very low mortgage interest rates. Those who have not been able to secure loans in the past are now buying homes with little or sometimes no down payment. But getting a loan for a house is only part of the problem, because with a house comes upkeep costs and a mortgage payment that is not easily adjusted. Homeowners with lower incomes are often deeper in debt and more susceptible to market fluctuations. Losing a house due to foreclosure can further complicate an individual or family's chance of securing credit in the future.⁷

According to the NLIHC, households earning less than the area's median income are most susceptible to losing their homes or face a cost burden to pay the mortgage, interest and insurance. For example, households earning 80 percent of the median income will often live in less expensive older homes. Older homes are more expensive to maintain and are often located in poorer neighborhoods where the financial return on a home sale is not as great as more desirable areas. While owning a home does have the potential to create wealth, it also has the potential to exacerbate financial problems. Table 22 shows a general breakdown of owners versus renters and how housing costs affect household stability.

Attempting to determine what a household can afford is difficult because interest rates fluctuate, loan types vary, and property taxes are not the same everywhere. Nevertheless, the National Association of Homebuilders (NAHB) roughly calculated how much income a household would need to buy a home without overburdening it financially. The NAHB estimated that a home costing \$150,000 (assuming 10 percent down payment, seven percent mortgage interest and insurance, and overall consuming about 30 percent of household income) would require a median household income of \$47, 678. Consider that \$150,000 is lower than the median home

⁷ National Low Income Housing Coalition. (2002). Advocates Guide to Housing and Community Development Policy.

price in Oregon City and the Portland Metro area (Table 19), and the necessary household income is higher than the median household income for both Oregon City and the Portland Metro area (Table 9). Households in Oregon City earning even the median household income may experience some cost burden when buying a home in today's market.

Table 22. Affordable Housing by Median Household Income

Income High income (more than 120 percent of MHI) Middle income (120 percent of MHI: \$54,637 annually) Median income (\$45,531annually)	Tenure Own home Own home Likely own home, but may		
Low income (80 percent or less of MHI: \$36,425 annually)	Own home or rent. May have some cost burden	Owns	Rents.
Very low-income (50 percent or less of MHI: \$22,765 annually)	Likely rent but may own home. Probably are cost burdened. Eligible for subsidized housing	ð	
Extremely low-income (30 percent or less of MHI: \$13,659 annually)	Rents. Eligible for subsidized housing		

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics Household Characteristics; HUD (2002); NLIHC (2002); Clackamas County Housing Authority; Analysis by David Evans and Associates, Inc.

3 Future Housing Need

3.1 Projected land capacity

3.2.13.1.1 Existing Residential Land Supply

The City of Oregon City completed a land inventory in May 2002 to determine the existing vacant residential land supply within the City's UGB. The inventory was then integrated with the City's GIS system and Clackamas County's Assessor data, providing parcel level information, including ownership, zoning and comprehensive plan designations.

Oregon City allows residential development in all of its zoning districts; however, not all vacant land identified in the housing survey within the UGB will be available for new residential development. While housing units exist in most zoning districts, vacant, partially vacant, and redevelopable land was only counted in zoning designations where residential development is encouraged. These zoning designations include: LC, R-10, R-6, R-6/MH, R-8, RA-2, RD-4, RC-4, and County.

Within commercial and industrial zoning districts where residential development is not, and should not be, the dominant development type, it was assumed that vacant land identified in the land inventory would be dedicated to other uses. City staff identified which areas would be suitable for residential development and should be included. Land with existing residential designations or existing residential development was broken into the following categories:

- 1. Vacant land—Parcels with no structures, or parcels with structures with an assessed value less than \$10,000 and a parcel area over 4000 sq. ft.
- 2. Partially vacant—Partially vacant land includes parcels that have at least one residential structure already located on the tax lot, but there is room for more units. Parcels were considered partially vacant if the lot size was at least triple the allowable lot size for the zone. Lots three to five times the minimum lot size were estimated to have room for at least one more unit. Lots more than five or more times the minimum lot size were assumed to develop the same as a vacant parcel for the zone.
- 3. Undevelopable—Parcels that are already committed to other uses. This includes any parcels with non-residential development (since residential uses are currently allowed in all zones), and parcels that are smaller than 4,000 sq. ft. Undevelopable land also includes parcels that have no vehicular access.
- 4. Developed residential land—Parcels with residential development and where developed land meets the current zoning designation and where the assessed value of the improvements (all structures) is greater than the assessed value of the land itself.
- 5. Potentially redevelopable land—Any parcel with a structure(s) or uses (i.e., a storage area), but are either not as intensive as allowed, or the existing assessed value of the improvements is less than the value of the land itself.⁸

3.2.1.13.1.1.1 Vacant Land

Vacant land within the Oregon City UGB is shown in Table 23 and Figure 2. Within the city limits, vacant land is found primarily in five zoning districts: R-10, R-6, R-6/MH, R-8, and RD-4. Overall, Oregon City estimates that approximately 22 percent of vacant land will be dedicated to public or semipublic uses such as schools, parks, and churches, and 15 percent to new roads. In calculating development capacity, it was assumed that parcels smaller than three eighths of an acre are already platted, would not require dedication of new right-of-way, and would use existing public facilities. Parcels with public or semi-public ownership were removed from the vacant lands inventory because it was assumed these parcels would be developed as non-residential uses (i.e., parks, schools, churches, public facilities, etc.).

Many vacant areas within the city limits are constrained because they are within the floodplain, are steep (greater than 25 percent), and/or are within the vegetation corridor near a waterbody or stream. These constraints reduce their development potential, so they were removed from the inventory. For example, nearly all vacant land within the R-6 zoning district is constrained. Although some development could occur on constrained land, vacant R-6 land in the entire city is extremely limited.

Overall, there are approximately 209 vacant buildable acres within the city limits, concentrated in the R-10 (63 percent), R6/MH (13 percent), R-8 (nine percent), and RD-4 zoning districts

⁸ To avoid double counting vacant and partially vacant parcels as potentially redevelopable parcels (vacant parcels will have a low or zero ratio, bigger parcels will tend to have a lower ratio and could also be considered redevelopable), only parcels where the building value was greater than \$10,000, met the building to land value criteria (less than 1:1), and less than three times the allowable lot size were counted as potentially redevelopable. Parcels with building values less than \$10,000 were assumed to be vacant, and parcels greater than three times the allowable lot size were considered partially vacant.

(seven percent). Assuming new development reaches 80 percent of the current maximum density for each district, 1,215 new units could be constructed within the city limits on vacant land.

Outside the city limits, but within the UGB, there are approximately 126 vacant buildable acres. These parcels still retain rural zoning densities and when brought into the city limits will be rezoned to more urban densities, likely a combination of R-10, R-8, and R-6 zones. Assuming an average density that is 80 percent of the maximum of a R-8 zone, about 571 additional units could be constructed. This equals 1,787 new units on vacant land within the UGB.

3.1.1.2 Partially Vacant Land

Oregon City has many parcels within the city limits that have one single-family home and are at least three times the minimum lot size, as shown in Table 24 and Figure 2. The majority of these partially vacant parcels are zoned R-10, the largest minimum lot size allowed within the city limits. There are 117 parcels zoned R-10 that are three to five times the minimum lot size and 99 parcels more than five times the minimum lot size. The R-8 and R-6 zones also have a significant number of parcels where locating new units is a possibility. Overall, potentially 223 new units could be constructed on these partially vacant lots within the city limits, assuming one unit is added on lots three to five times the minimum lot size. An additional 961 new units could potentially be built on lots larger than five times the minimum lot size, assuming these parcels are built to 80 percent of the maximum allowable density for the zone.

As with vacant lands between the city limits and UGB, estimating the total number of new housing units possible on under-utilized parcels will depend on the zoning assigned when annexed. Assuming a R-8 zoning density, there are 236 parcels that would be at least three times the minimum lot size. There would be 81 lots between three and five times the minimum lot size and 155 parcel more than five times the minimum lot size. There is the potential for additional 81 units on parcels between three and five times the allowable lot size and potentially another 1,541 units on parcels larger than five times the allowable lot size. ¹⁰

Within the entire UGB, there is the potential for 2,806 new units on partially vacant lots within the UGB.

⁹ Vacant parcels that would be designated for non-residential uses (such as Mixed-Use Employment) are not included in total acreage.

¹⁰ Partially vacant parcels that would be designated for non-residential uses (such as Mixed-Use Employment) are not included in total acreage.

Table 23. Vacant Residential Land by Zoning in Oregon City

OL IT	1	Gross unconstrained	total Acreage >3/8 acres	Less environmental	Park, Schools and Churches Deduction	Right of way deduction		Max. Units	Development on Parcels less than 3/8	Potential Dwelling Units (80 percent
Classification	tax lots	Acreage	(.83) ¹¹	constraints	(x.22)	(x.15)	acres	per acre	Acres	density)
Within the UGB						,				
LC 12	13	1.5	1.2	0.7	0.1	0.1	0.6	7.3	11	14
R-10	146	264.8	219.8	89.4	28.7	15.3	131.5	4.4	72	535
R-6	122	72.6	60.3	58.9	0.3	0.2	13.2	7.3	80	157
R-6/MH	8	38.8	32.2	2.7	6.5	3.5	26.2	6.4	2	136
R-8	92	35.4	29.4	11.3	4.0	2.1	18.0	5.5	73	152
RA-2	10	6.5	5.4	0.4	1.1	0.6	4.4	19.8	3	72
RC-4	10	2.8	2.3	1.1	0.3	0.1	1.3	10.9	9	20
RD-4	15	22.9	19.0	4.0	3.3	1.8	13.9	10.9	7	128
Subtotal	416	445.3	369.6	168.5	44.2	23.5	209.0		257	1,215
Between the City	Limits and t	ll he UGB						<u> </u>	<u>L</u>	
County	91	226.6	188.1	55.8	29.1	15.5	100.4	5.5	16	571
Total	507	671.9	557.6	224.3	73.3	39.0	336.6	٠.	273	1,787

Source: Clackamas County Assessors Office; Analysis by David Evans and Associates, Inc.

The Oregon City Functional Compliance Plan (1999) determined that 83 percent of parcels in Oregon City are over 3/8 acres. Total acres were multiplied by .83 to remove parcels less than 3/8 of an acre, which are already assumed to be platted.
 50 percent of gross vacant unconstrained acres is dedicated to residential uses. There are 2.9 acres of vacant LC land.

Table 24. Partially Vacant Residential Land by Zoning in Oregon City

		F	or lots 5 ti	mes or larger tl	ne allowable size		Potential dwelling units (80 percent density) for
Classification	Tax lots 3 to 5 times minimum size	Total tax lots	Total Acres	Maximum Density	Constrained land	Right of way (15%)	all lots 5 times the lot
Within the UGE	3						
LC	0	0	0.0	7.3		0.0	0
R-10	117	99	238.7	4.4	53.1	27.8	672
R-6	60	25	33.2	7.3	19.7	2.0	127
R-6/MH	5	3	5.5	6.4	1.7	0.6	22
R-8	26	48	86.0	5.5	8.1	11.7	317
RA-2	0	1 1	2.3	19.8	0	0.3	31
RC-4	0	0	0.0	10.9	0	0.0	0
RD-4	15	0	0.0	10.9	0	0.0	15
Subtotal	223	176	365.7		82.6	42.5	1,184
Between the C	ity Limits and	the UGB		<u> </u>	<u> </u>	<u> </u>	
County	81	155	470.3	5.5	58.4	61.8	1,622
Total	304	331	836.0		141.0	104.3	2,806

Source: Clackamas County Assessors Office, May 2002; Analysis by David Evans and Associates, Inc.

3.1.1.3 Potentially Redevelopable Land

Identification of parcels that could be redeveloped is based on the value of improvements compared to land value. The value of the structures and other improvements declines over the years if not properly maintained, and the potential for redeveloping the property increases. Figure 3 illustrates the average improvement values by residential zoning districts. Not surprisingly, improvement-to-land-value ratios are highest in zoning districts that allow denser development (RA-2, RC-4, and RD-4 zones). The RA-2 zone has the highest improvement-to-land-value ratio of any residential district. Conversely, less dense zones have lower improvement values, where one unit on a larger lot is the norm. Overall, average improvements in single-family residential zones are about 1.5 times the land value, with zones allowing higher density housing closer to two times the land value.

Parcels falling below the 1:1 building-to-land-value threshold could potentially be redeveloped with newer or higher density uses. However, just because the land is considered redevelopable does not ensure that change will actually occur. Table 25 shows the amount of potentially redevelopable land by zone. In Oregon City, there is less than one acre of land considered highly redevelopable and just over eight acres that have medium redevelopment potential. The majority of redevelopable parcels (about 90 percent) have a low potential and will likely stay in the same use as today. By far the majority of redevelopable parcels are within the R-6 zone, followed by the R-10 zone.

Figure 3. Improvement to Land Value Ratio for Residential Property

Source: Clackamas County Tax Assessor's Office (May 2002)

Table 25. Potentially Redevelopable Residential Land by Zoning in Oregon City

	Build	ding to Land		
Redevelopment Potential	0-0.25 (High)	0.26-0.50 (Medium)	0.51-0.99 (Low)	Total Acres
Zoning District				
LC			0.8	0.8
R-10		1	23.5	24.5
R-6	0.8	6.9	48.7	56.4
R-6/MH			0.4	0.4
R-8				0
RA-2		0.3	0.3	0.6
RC-4		0.2	6.1	6.3
RD-4			3.0	3
Total	0.8	8.4	82.8	92

Source: Clackamas County Assessors Office; Analysis by David Evans and Associates, Inc.

3.2 Metro and Clackamas County Capacity Estimates/Land Need through 2017

Oregon City is required to determine its housing capacity within the city limits and outside of the city limits but within the UGB area that is still under Clackamas County jurisdiction. Table 26 shows the amount of expected growth in the region that Metro and Clackamas County believe Oregon City should accommodate and the projected housing capacity (using the current zoning) within the UGB to meet those targets. Within the city or UGB, Metro and Clackamas County estimated that Oregon City should expect to accommodate 9,940 additional units by 2017.

Oregon City has seen considerable growth since the projected capacity estimates were the developed. Between 1994 and 1996, Oregon City determined by reviewing building permits that 1,446 units were built within the UGB. More recent permit data supplied by Metro showed an

additional 2,219 units constructed between 1996 and 2001. This development significantly reduces the dwelling units needed by 2017 to 6,075 units. However, there does not appear to be capacity to accommodate these units within the UGB. Full development of all vacant and partially vacant land would result in 4,593 new units, based on current zoning within the city and an overall R-8 density for county land within the UGB, missing the capacity target by 1,444 units.

Table 26. Capacity Analysis based on Metro and Clackamas County Capacity Estimates

	-
Metro and Clackamas county dwelling unit target capacity	9,940
Credit for development (9/1/94-8/31/96)	(1,446)
Credit for development (8/31/96-Current)	(2,219)
Credit for projected accessory units	(142)
Credit for development on constrained land	(58)
Adjusted dwelling unit target	6,075
Estimated dwelling unit capacity on vacant land	(1,787)
Estimated dwelling unit capacity on partially vacant land	(2,806)
New welling units in manufactured home parks	(38)
Dwelling Unit Capacity Deficiency	1,444

These capacity estimates do not reflect plans to permit and encourage increased density in some areas (such as downtown), because the zoning to implement these higher densities is not yet in place. Currently, there is no housing within the downtown area and no land zoned specifically for housing, although the Oregon City Downtown Community Plan (1999) recommends several areas that could accommodate higher-density housing. If this plan is implemented, a considerable number of housing units could be accommodated in the core area of the city.

Oregon City's zoning for residential land within the city limits is primarily R-10 and R-8. This is larger than the average lot size recommended by Metro for urban areas (7,000 sq. ft). There is potential for more housing if zoning were changed and densities increased.

The number of units that could be developed on unincorporated land within the UGB depends on what zoning was assigned to each parcel when it was annexed into the city. Upon annexation, parcels are typically zoned R-10, the lowest density allowed within the city limits. For the purposes of these estimates, vacant county parcels were assumed to develop at an R-8 zoning density. However, some areas could be zoned at higher densities and accommodate additional units.

Underutilized land (or land than is not developed to the maximum allowed density by zoning) actually accounts for more acreage than vacant land in the unincorporated UGB. Underutilized land that is more than five times the allowable lot size was assumed to develop the same as vacant parcels, based on Oregon City's experience where new development on these larger lots is meeting at least 80 percent of the target density for the underlying zone. Redevelopable land is not included in the capacity analysis because of the limited amount of land considered to be highly redevelopable. The number of units that might be constructed would likely be negligible.

3.3 Housing Mix Based on Demographics

Metro and Clackamas County developed a dwelling unit target for Oregon City based on expected regional growth and the amount of vacant land available within the Oregon City UGB, shown in Table 26, not accounting for current and future socioeconomic conditions. While the target assumes that a variety of housing types will be required, it does not determine what the best housing mix would be and how much residents can afford to spend on housing.

The Oregon Department of Housing and Community Services (HCS) has developed a model that projects housing needs based on the existing housing stock, demographics and anticipated population growth. The model evaluates the existing housing units by structure type and cost, compares those units to local demographics, and estimates the current demand/supply by structure type and price point. The model requires knowledge of existing housing units, tenure, and cost. The existing housing inventory was used as the base for the model, while tenure and cost were extrapolated from the 2000 Census. The model assumes no more than 30 percent of household income is spent on rent or a mortgage.

Figure 4 shows the percentage of new housing units currently needed by price and tenure. According to the model, housing need is met for a particular price point if the existing housing stock meets 100 percent of the need. According to the model, Oregon City has a surplus of rental units in the mid price ranges with monthly rents between \$430 to \$909. The largest surplus is in the \$665 to \$909 rent ranges, where need is met by more than three times for that price range, creating a surplus of those units. Oregon City does not meet residents' needs for less expensive rental units or for units costing more than \$909 per month. The current housing stock meets just over 50 percent of the estimated need for units with rents less than \$429 per month and, for more expensive units, the existing rental stock meets approximately 50 percent of the estimated need.

In addition to rental needs, the model also estimates the need for owner-occupied units. The model shows a surplus of units costing more than \$113,300 with a greater surplus in units costing more than \$141,700. Oregon City's housing stock meets the city's needs for homes costing between \$85,000 and \$113,000, but only meets about 50 percent of housing needs for homes priced between \$56,700 and \$85,000.

Affordable housing is a concern for many Oregon City residents. The model shows just over one-percent of the need is currently met for homes costing less than \$56,700, which is not surprising considering a median sale price for homes in Oregon City of \$184,000. The number of homes in the low price range is extremely limited, and households that can only afford a home in this range would likely rent rather than buy. Households could afford to own a home only by spending a disproportionate amount on their mortgage payment. In this case, supplying more rental units than owner-occupied units is likely more realistic when comparing the current real estate market, high cost of land, and building materials.

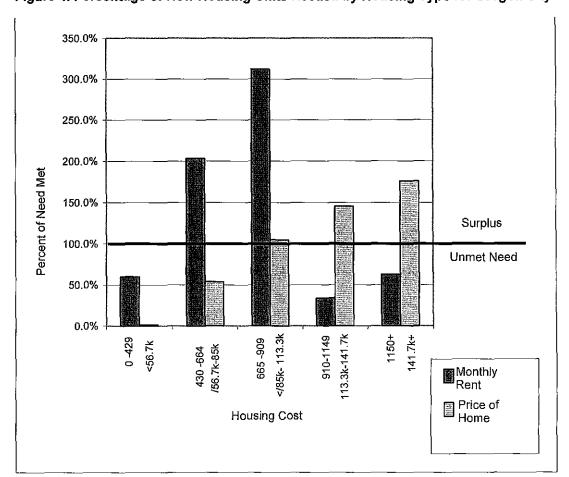


Figure 4. Percentage of New Housing Units Needed by Housing Type for Oregon City

Source: Oregon Housing and Community Services 2002, David Evans and Associates, Inc. 2002

Assessing the current met/unmet needs is the first step in determining a future housing mix that will satisfy the projected population and demographic changes. Table 27 shows two housing mixes based on information gathered through the housing inventory and a projected housing density from the HCS model that would meet housing needs based on tenure and cost. Oregon City's current housing mix is about 80 percent single-family units and about 20 percent multifamily, although building permit data shows that the majority of new units (about 86 percent) are single-family detached homes. About 14 percent of the new units are multifamily dwellings.

The HCS model projects the density mix needed to meet Oregon City's housing needs, and has a higher percentage of units in multifamily than the current housing mix. The model projects a housing mix of about 75 percent single-family housing and about 25 percent multifamily units. The higher number of multifamily units is based on a current unmet need for low cost housing as well as higher priced units. There is a large unmet need for low cost housing for both owners and renters, but due to high housing prices, home ownership is not a realistic option. Most people who can only afford the most inexpensive housing are likely going to rent.

Table 27: Actual and Projected Housing Mix

	Current Mix (Housing	HCS Model (Projected Mix
Housing Type	Inventory)	to Meet Housing Needs)
Single-family	81.4%	74.7%
Single-family	67.9%	63.9%
Duplex	5.9%	4.4%
Manufactured homes in parks	7.6%	6.4%
Multifamily	18.6%	25.3%
Total	100.0%	100.0%

The need for a higher percentage of multifamily units is illustrated in the demographic analysis completed in Section 2, Existing Conditions, the HCS projections showing a need for more affordable housing, and a Metro target capacity that supports higher density development. The majority of units will be single-family, but there is also a need for a higher percentage of units in multifamily uses.

3.4 Land Needs/Surplus by Housing Type

Table 28 shows the needed housing units by housing type and the need/surplus of existing vacant land within the Oregon City UGB. The target capacity for the Oregon City is 6,075 additional units (after reductions for units already constructed). Based on the adjusted target and housing mix recommended in the HCS model, Oregon City should accommodate 4,538 single-family units and 1,537 multifamily units (75 percent single-family and 25 percent multifamily).

The majority of these new units can be accommodated on vacant or partially vacant land within the UGB, but to meet the target capacity Oregon City would need to make some zone changes that increase density. Currently, vacant and partially vacant land zoned for single-family units can accommodate all single-family unit needs with room for over 4800 units, while existing multifamily zoned land could accommodate just 103 units. Therefore, some land should be rezoned to higher density uses the provide the necessary 1,434 units.

The need for higher density development within Oregon City, especially in the downtown area, has already been the focus of extensive planning efforts in an attempt to make downtown a more lively. Higher density developments can support businesses, including restaurants and entertainment businesses that cater to these new residents. The City has developed and adopted the "Oregon City Downtown Community Plan" that recommends mixed uses with 30 units per acre of housing. Other areas where higher density uses (than is currently permitted) may be appropriate are shown in Figure 5 and described in Table 29. Approximately 193 buildable acres would be rezoned; of that about 104 acres would be rezoned for multifamily uses, including a mixed-use area north of downtown.

Table 28. Housing Need/Surplus with Rezoned Areas

		Single-family, Manufactured in Parks, Duplexes	Multifamily	Total
Adjusted Metro Target (Table 26)	6,075	koja delember Lista koji skoj		
Future Housing Mix (Table 27)		74.7%	25.3%	100.0%
Metro Target using future housing mix		4,538	1,537	6,075
Potential New Units on Land within the UGB		Single-family Zoning Districts ¹³	Multifamily Zoning District ¹⁴	Total
Vacant Land (Table 23)		1,715	72	1,787
Partially Vacant Land (Table 24)		2,775	31	2,806
New Units in Existing Manufactured Home	Parks (Table 13)	38	0	38
Total New Units		4,528	103	4,631
Needed Units				
(Need)/Surplus (New units-Metro Target Fu	uture Housing Mix)	(10)	(1,434)	(1,444)
Potential New units on rezoned residential lan	nd (Table 29)	365	1,510	1,875
Total Units (needed)/surplus		355	76	431

Areas to be rezoned would accommodate primarily multifamily housing units, duplex townhomes and other higher density uses. Some rezoned areas would retain a single-family zoning but at a higher density (e.g. R-10 rezoned to R-8 or R-6). Multifamily housing would only by allowed in the RA-2 zone and in a future MUR zone recommended in the Downtown Plan. New multifamily uses are located in areas with existing multifamily uses or near activity centers, such as Clackamas Community College, and near major thoroughfares where more transportation options are available.

Oregon City meets nearly all land needs for single-family units, but needs more land for multifamily dwellings. Converting 107 acres of single-family land to multifamily uses would accommodate additional 1,510 units, or 76 units more than required. Other rezoned land (about 93 acres) would remain in single-family use but at a higher density. This would generate 365 additional units, or 355 units more than required. Together this would provide 1,875 units, which exceeds Metro's residential target capacity by 431 units.

¹³ Single-family zones include LC, R-10, R-8, R-6, R-6/MH, R-8, RC-4, RD-4, and County assumed with a density of R-8.

¹⁴ The only zone identified as multifamily is RA-2

Table 29. Potential Changes in Zoning to Meet Density Target

_		ı	1		f	·	Τ	-	·	-		Ι	· · · · · · · · · · · · · · · · · · ·
Area	Existing Zone	New Zone	New Comp. Plan Designation	Gross rezoned unconstrained Acreage	Total existing Units	Less env.	PSC Deduction (x.22)	ROW deduction (x.15)	Total Deduction	Gross vacant buildable acres	per acre for current zone	Max. Units per acre for new zone	Total new units
	M-1			2.7	0	0.0	0.0	0.4	0.4	2.3	0.0	30	55
1	M-2	MUOR	MUOR	11.7	0	0.0	0.0	1.8	1.8	9.9	0.0	30	239
'	RC-4	INIOOK	MOOK	0.2	3	0.0	0.0	0.0	0.1	0.1	0.0	30	3
	C			17.4	8	0.0	0.0	0.0	0.0	17.4	0.0	30	418
	R-10			51.4	13	20.3	6.8	3.6	30.8	20.6	4.4	10.9	107
2	R-6/MH	RD-4	MR	8.8	1	1.7	1.6	0.8	4.1	4.7	6.4	10.9	17
	County		<u>[</u>	35.0	0	0.4	7.6	4.0	12.1	22.9	5.5	10.9	99
3	R-8	R-8	LR	0.0	0	0.0	0.0	0.0	0.0	0.0	5.5	5.5	
J	R-10	. 17-0		30.3	13	17.2	2.9	1.5	21.6	8.7	4.4	5.5	8
4	R-10	R-6	LR	18.0	12	10.3	1.7	0.9	12.9	5.1	4.4	7.3	12
5	R-6	RD-4	MR	4.0	7	2.5	0.3	0.2	3.0	1.0	7.3	10.9	3
6	R-6	RA-2	HR	13.3	12	7.8	1.2	0.6	9.6	3.6	7.3	19.8	36
, ,	R-10	KA-2	I IIK	6.4	0	4.3	0.5	0.2	5.0	1.4	4.4	19.8	17
	RA-2			4.4	2	0.0	1.0	0.5	1.5	2.9	19.8	19.8	-
7	R-6	RA-2	HR	12.6	15	0.2	2.7	1.5	4.4	8.2	7.3	19.8	82:
	LO	1		2.0	41	0.0	0.0	0.3	0.3	1.7	19.8	19.8	-
8	R-10	RD-4	MR	6.1	0	1.0	1.1	0.6	2.7	3.4	4.4	10.9	17
9	R-10	RD-4	MR	4.4	2	0.0	1.0	0.5	1.5	2.9	4.4	10.9	15
10	R-10	R-8	LR	7.9	0	0.0	1.7	0.9	2.7	5.3	4.4	5.5	5
11	County	RA-2	HR	10.2	13	2.8	1.6	0.9	5.3	4.9	5.5	19.8	56
12	R-6	RD-4	MR	4.7	6	1.3	0.0	0.5	1.8	2.9	7.3	10.9	8
12	R-10	KD-4	INIX	5.7	7	0.4	1.2	0.6	2.1	3.5	4.4	10.9	18
13	R-10	RA-2	HR	10.4	5	1.1	2.0	1.1	4.2	6.2	4.4	19.8	76
14	R-10	RA-2	HR	19.8	3	0.0	4.4	2.3	6.7	13.1	4.4	19.8	162
15	R-10	RA-2	HR	20.1	6	3.3	3.7	2.0	8.9	11.2	4.4	19.8	138
· ·	LO			0.3	0	0.0	0.0	0.0	0.0	0.3	19.8	19.8	-
10	R-10	RA-2	HR	14.5	9	1.6	2.8	1.5	5.9	8.6	4.4	19.8	105
16	R-6/MH	KA-2	l uk	4.1	3	0.0	0.9	0.5	1.4	2.7	6.4	19.8	29
	RD-4	1		19.9	69	0.0	4.4	2.3	6.7	13.2	10.9	19.8	94
17	County	MUE	MUE	84.9		·	******	-	Ma			•	-
18	R-6	MUE	MUE	9.6	No new residential units								
19	R-10	RD-4	MR	6.1	1	0.1	1.3	0.7	2.1	4.0	4.4	10.9	21
20	R-6/MH	RD-4	MR	9.9	0	1.1	1.9	1.0	4.1	5.8	6.4	10.9	21
	R-10	1 KD-4	IVIE	3.9	1	0.0	0.9	0.5	1.3	2.6	4.4	10.9	13
		Total		460.8	252	77.3	55.3	32.4	165.1	201.2			1,875

 $4O:\PROJECT\\O\\Orct0000-0015\\!DOCS\\Housing\\Housing\ final\ draft.doc$

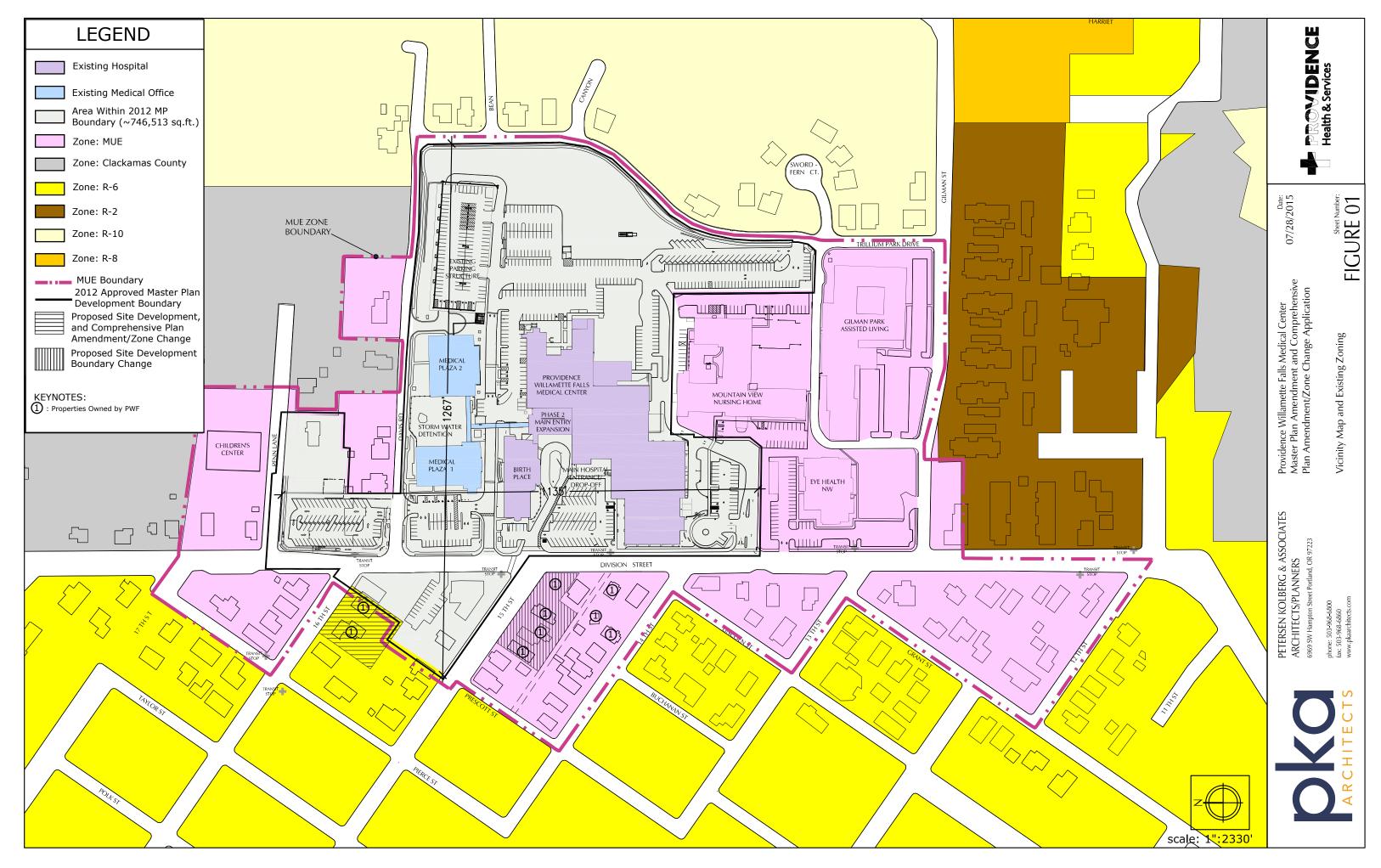
Appendix A Oregon City Zoning Descriptions

In accordance with David Evans & Associate's commitment to quality control, the signatures o
the author and reviewer of this document are below.

AUTHOR:	REVIEWER:
NAME	NAME
DATE	DATE

O:\PROJECT\O\Orct0000-0015\!DOCS\Housing\Housing final draft.doc

		•		-
		×		





EXHIBITS ENTERED INTO THE RECORD AT A HEARING



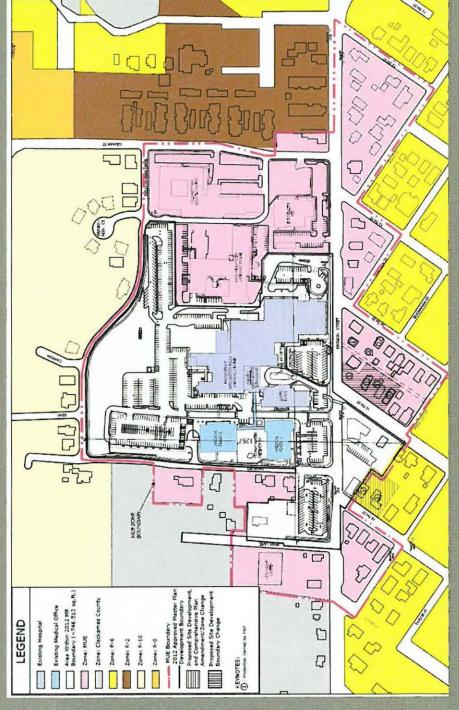
Community Development Department, 221 Molalla Avenue, Suite 200, P.O. Box 3040, Oregon City, OR 97045, (503) 722.3789 www.orcity.org

Hearing Date: 1/9/15
PZ 15-02
File Number: 2C 15-04
CP 15-02

Exhibit Number:	Description of Exhibit:	Submitted By:
1	Power Point Presentation	Stuff-L-Terwa
2	Items submitted to the Planning Division after 10/30/15	Staff-L-Terwar Staff-L-Terwar J. Nicita
3	Written comments	J. Nicita

Providence Willamette Falls Medical Center PZ 15-02: Amendment to the Comprehensive Plan CP 15-02: Master Plan Amendment

ZC 15-04: Zone Change



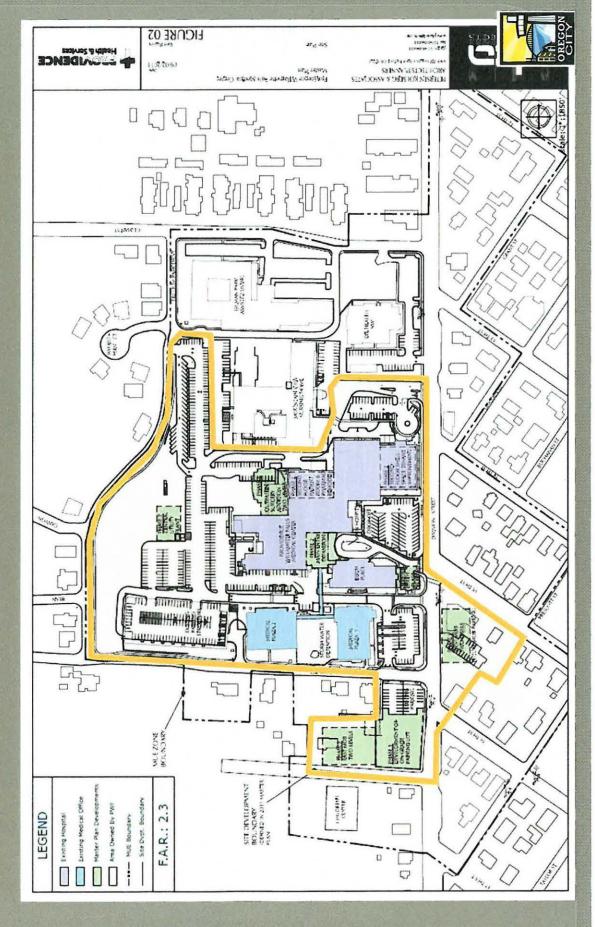
DATE RECEIVED: 11/6/15
SUBMITTED BY: STAFF
SUBJECT: 7C 15-04
CP15-02+PZ 15-02



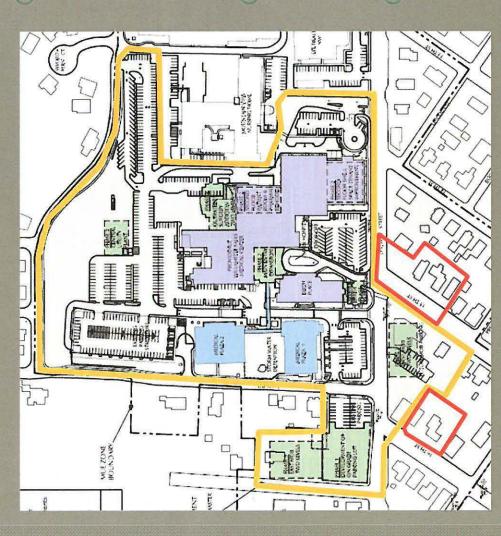
Subject Site



CP 11-01 Master Plan Amendment



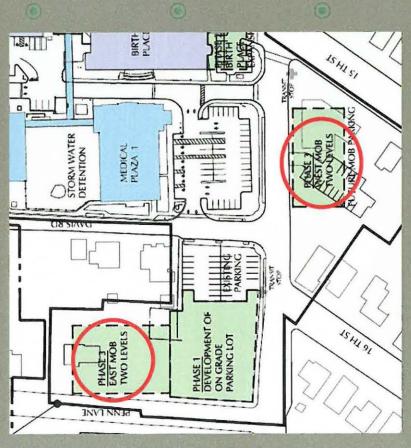
Master Plan Amendment: Expansion of the Master Plan Boundary



- Add 6 properties to the Master Plan boundary.
- 2 properties on 16th Street
- 4 properties on 15th Street
- Increase the campus boundary approximately 1 acre.
- Future MOB and parking.



Consolidate & Decrease Size of Master Plan Amendment:



2012 Master Plan identified an East and West MOB (20,000 – 25,000 sq. ft. each)

Medical Offices

- Consolidate to the West MOB location with one 30,000 -35,000 sq. ft. building
- Reduction from 104,000 sq. ft. of new building area throughout the campus to 84,000 89,000 sq. ft.



Master Plan Amendment: Revise the Phasing

Existing Phasing

Project Phase 1: Division St. Parking Lot (2012)

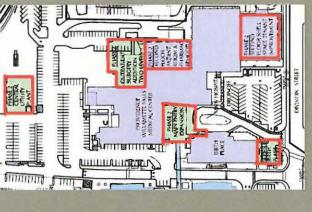
Completed - An alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane.

Project Phase 2: Approx. 54,000 sq. ft. (2012-2021)

- Outpatient Surgery Expansion
- New Front Entry
- Second Floor Patient Room and Pharmacy Remodel
- Birthplace Expansion
- Central Utility Plant
- Second Floor Shell Space Tenant Improvements

Project Phase 3: Medical Office Buildings (2014-2021)

East and West site for 20,000 - 25,000 sq. ft. MOB's for physician's practices.





Master Plan Amendment: Revise the Phasing

Proposed Phasing

Project Phase 1: Division St. Parking Lot (2012)

Completed

Project Phase 2: Approx. 54,000 sq. ft. (2012-2021)

Outpatient Surgery Expansion

New Front Entry

Second Floor Patient Room and Pharmacy Remodel

Birthplace Expansion

Central Utility Plant

Second Floor Shell Space Tenant Improvements

West MOB 30,000 - 35,000 sq. ft.

Completed in any order before 2021.



Proposed Zone Change

"R-6" Single-Family Dwelling District



"MUE" Mixed Use Employment District

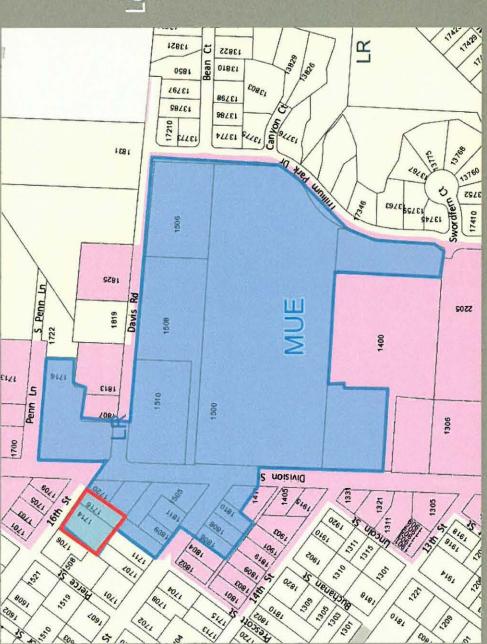


Amendment Proposed Comprehensive Plan

Low Density Residentia



Employment District "MUE" Mixed Use





1714 & 1716 16th Street

Oregon City Municipal Code Criteria

12.04 - Streets, Sidewalks, and Public Places

Public and Street Trees

Stormwater Management

15.48 - Grading, Filling and Excavating

Subdivisions-Process and Standards - 80.91

16.12 - Minimum Improvements and Design Standards for Land Divisions

17.08 - R-10 Single Family Dwelling District

17.12 - R-6 Single Family Dwelling District

17.20 – Residential Design and Landscaping Standards 17.41 – Tree Protection 17.47 - Erosion and Sediment Control

Tree Protection Erosion and Sediment Control

50 - Administration and Procedures 68 – Zoning Changes and Amendments

17.54.100 – Fences, Hedges and Walls



Excerpt Zone Change Criteria

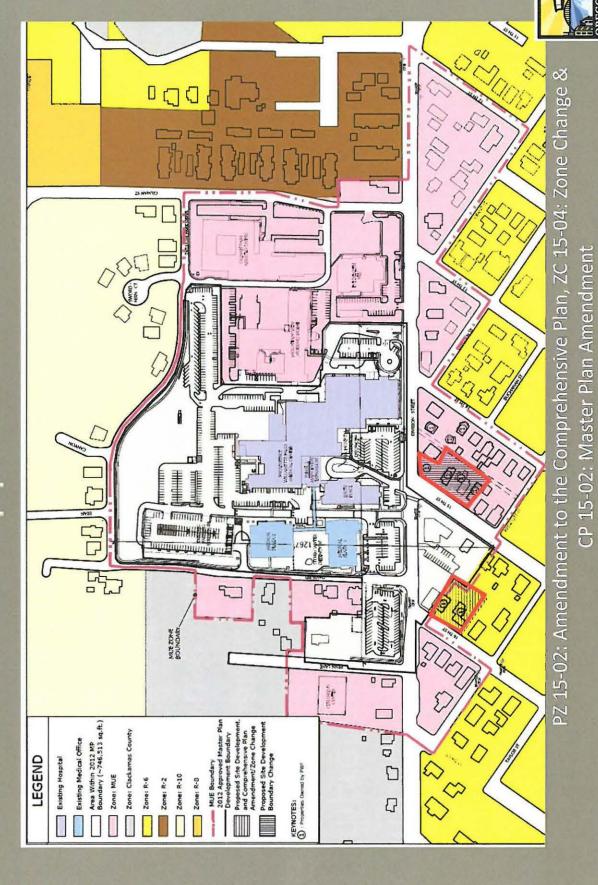
Compliance with the Comprehensive Plan Goals and Policies:

- Citizen participation
- Efficient use of land
- Development near transit corridors
- Adequate public facilities

Percent of the City	25%	18%	14%	1%	4%	3%	3%	4%	%0	%8	3%	1%	%8	3%	%0
Acres	1,567	1,092	890	424	262	161	165	220	6	475	168	45	510	157	30
Zoning Designation	R-10	R-8	R-6	R-3.5	R-2	C	5	[5]	HC	-	MUC-1	MUC-2	MUD	MUE	WFDD



Recommend: Approval with Conditions



ZC 15-04: Zone Change

PZ 15-02: Amendment to the Comprehensive Plan

CP 15-02: Master Plan Amendment

Items submitted to the Planning Division after October 30, 2015

DATE RECEIVED: 11/9/15
SUBMITTED BY: STAFF

CP 15-02

2895 S Beavercreek Rd, Suite 103 Oregon City OR 97045 503-656-1619 F: 503-656-2274 www.oregoncity.org



November 6, 2015

Oregon City Planning Commission City of Oregon City 625 Center Street Oregon City, OR 97045

Chair Kidwell and Planning Commission Members:

The Oregon City Chamber of Commerce is committed to supporting Providence Willamette Falls Medical Center in their request for a master plan expansion and land use zoning change. Providence Willamette Falls Medical Center is a longtime partner in our community and one of Oregon City's largest employers. As our community grows, so do the medical needs that the public asks of Providence Willamette Falls. In short, there really is no more additional land mass contiguous to the hospital for expansion. Our community and Providence have already invested a great deal in this location and it serves a critical service to our residents and visitors alike. As our population increases and new employers come to Oregon City, our health care facilities must be ready to address the need.

As you know, Providence Willamette Falls filed a land use application in June requesting two properties on 16th Avenue be included in Providence Willamette Falls Medical Center's master plan that was adopted in 2012, and to rezone these two properties to mixed use employment. This space will be needed for additional parking to accommodate the new medical office building and improve parking for main entrance users. Additionally four properties on 15th Avenue will be added to the master plan but fortunately they are already zoned appropriately.

Since the 2012 master plan, a great deal has occurred. The hospital now houses a child and adolescent psychiatric unit critical to our region, bringing more than 50 high wage jobs to Oregon City. The initial master plan which was approved included the development of two medical office buildings. The additional medical office buildings on campus could increase access to primary care, specialty care, and improve access to outpatient services. These services provide high wage, clean jobs to Oregon City, and help address health care needs of a growing Clackamas County.

Providence Willamette Falls realizes that development of this magnitude causes disruption and encroachment of the McLoughlin Neighborhood Association. In an effort to minimize the impact to their neighbors, Providence has made several changes to the planned development in response to their concerns. Additionally, Providence has created provisions for those who will need to relocate once the development is underway. Could Providence release an equal amount of land to what is being requested back to residential?

A strong medical facility for a growing Oregon City is critical. Businesses that can bring future living wage jobs to Oregon City want good schools, parks, infrastructure, and medical care. The Oregon City Chamber of Commerce supports our Providence Willamette Falls Medical Center in their effort to expand the master plan and change zoning to accommodate the increasing need of this facility and community.

Sincerely,

Amber D. Holveck Executive Director 2895 S Beavercreek Rd, Suite 103 Oregon City OR 97045 503-656-1619 F: 503-656-2274 www.oregoncity.org



November 6, 2015

Oregon City City Commission City of Oregon City 625 Center Street Oregon City, OR 97045

Mayor Holladay and Oregon City Commission:

The Oregon City Chamber of Commerce is committed to supporting Providence Willamette Falls Medical Center in their request for a master plan expansion and land use zoning change. Providence Willamette Falls Medical Center is a longtime partner in our community and one of Oregon City's largest employers. As our community grows, so do the medical needs that the public asks of Providence Willamette Falls. In short, there really is no more additional land mass contiguous to the hospital for expansion. Our community and Providence have already invested a great deal in this location and it serves a critical service to our residents and visitors alike. As our population increases and new employers come to Oregon City, our health services will need to be ready to address the needs.

As you know, Providence Willamette Falls filed a land use application in June requesting two properties on 16th Avenue be included in Providence Willamette Falls Medical Center's master plan that was adopted in 2012, and to rezone these two properties to mixed use employment. This space will be needed for additional parking to accommodate the new medical office building and improve parking for main entrance users. Additionally four properties on 15th Avenue will be added to the master plan but fortunately they are already zoned appropriately.

Since the 2012 master plan, a great deal has occurred. The hospital now houses a child and adolescent psychiatric unit critical to our region, bringing more than 50 high wage jobs to Oregon City. The initial master plan which was approved included the development of two medical office buildings. The additional medical office buildings on campus could increase access to primary care, specialty care, and improve access to outpatient services. These services provide high wage, clean jobs to Oregon City, and help address health care needs of a growing Clackamas County.

Providence Willamette Falls realizes that development of this magnitude causes disruption and encroachment of the McLoughlin Neighborhood Association. In an effort to minimize the impact to their neighbors, Providence has made several changes to the planned development in response to their concerns. Additionally, Providence has created provisions for those who will need to relocate once the development is underway.

A strong medical facility for a growing Oregon City is critical. Businesses that can bring future living wage jobs to Oregon City want good schools, parks, infrastructure, and medical care. The Oregon City Chamber of Commerce supports our Providence Willamette Falls Medical Center in their effort to expand the master plan and change zoning to accommodate the increasing need of this facility and community.

Sincerely,

Amber D. Holveck Executive Director 2895 S Beavercreek Rd, Suite 103 Oregon City OR 97045 503-656-1619 F: 503-656-2274 www.oregoncity.org



November 6, 2015

Oregon City Planning Commission City of Oregon City 625 Center Street Oregon City, OR 97045

Chair Kidwell and Planning Commission Members:

The Oregon City Chamber of Commerce is committed to supporting Providence Willamette Falls Medical Center in their request for a master plan expansion and land use zoning change. Providence Willamette Falls Medical Center is a longtime partner in our community and one of Oregon City's largest employers. As our community grows, so do the medical needs that the public asks of Providence Willamette Falls. In short, there really is no more additional land mass contiguous to the hospital for expansion. Our community and Providence have already invested a great deal in this location and it serves a critical service to our residents and visitors alike. As our population increases and new employers come to Oregon City, our health care facilities must be ready to address the need.

As you know, Providence Willamette Falls filed a land use application in June requesting two properties on 16th Avenue be included in Providence Willamette Falls Medical Center's master plan that was adopted in 2012, and to rezone these two properties to mixed use employment. This space will be needed for additional parking to accommodate the new medical office building and improve parking for main entrance users. Additionally four properties on 15th Avenue will be added to the master plan but fortunately they are already zoned appropriately.

Since the 2012 master plan, a great deal has occurred. The hospital now houses a child and adolescent psychiatric unit critical to our region, bringing more than 50 high wage jobs to Oregon City. The initial master plan which was approved included the development of two medical office buildings. The additional medical office buildings on campus could increase access to primary care, specialty care, and improve access to outpatient services. These services provide high wage, clean jobs to Oregon City, and help address health care needs of a growing Clackamas County.

Providence Willamette Falls realizes that development of this magnitude causes disruption and encroachment of the McLoughlin Neighborhood Association. In an effort to minimize the impact to their neighbors, Providence has made several changes to the planned development in response to their concerns. Additionally, Providence has created provisions for those who will need to relocate once the development is underway. Could Providence release an equal amount of land to what is being requested back to residential?

A strong medical facility for a growing Oregon City is critical. Businesses that can bring future living wage jobs to Oregon City want good schools, parks, infrastructure, and medical care. The Oregon City Chamber of Commerce supports our Providence Willamette Falls Medical Center in their effort to expand the master plan and change zoning to accommodate the increasing need of this facility and community.

Sincerely,

Amber D. Holveck Executive Director From:

Jesse A. Buss

To:

Laura Terway

Subject:

Planning Commission meeting tonight - request for continuance

Date:

Monday, November 09, 2015 12:20:56 PM

Hi, Laura:

On behalf of the McLoughlin Neighborhood Association (as the MNA's treasurer, not as an attorney) I'm requesting a continuance of file number PC 15-220 (Providence Willamette Falls Hospital expansion), item 3b on tonight's Planning Commission meeting agenda, in order to allow more time for public comment.

Please let me know if this email will be sufficient as a formal request, or if I need to attend the meeting tonight and make the request during public testimony.

Thank you,

Jesse

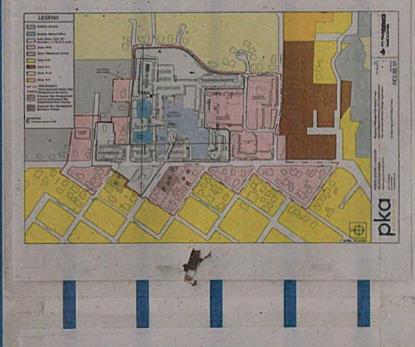
Jesse A. Buss Attorney at Law 411 Fifth Street Oregon City OR 97045-2224

ph: 503-656-4884 fax: 503-608-4100

Note: this email and any attachments will NOT follow via U.S. Mail or fax unless otherwise stated above.

This message may contain confidential communications and/or privileged information. If you have received this message in error, please delete it and notify the sender.

OF PROPOSED ACTION NOTICE TOTAL



2012-04

P2 15-02

TP 15-02

FOR INFORMATION CONTACT City Planning 503-657-0891 Oregon



Community Development - Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

NOTICE OF PUBLIC HEARING

Notice Mailed: September 14, 2015

The second secon	Notice Mailed: September 14, 2015
HEARING DATE:	On Monday, Movember 9, 2015, the City of Oregon City Planning Commission will conduct a public hearing at 7:00 p.m., and on Wednesday, December 16, 2015, the City of Oregon City – City Commission will conduct a public hearing at 7:00 p.m. in the Commission Chambers at City Hall, 615 Center Street; Oregon City 97045 on the following Type IV Applications. Any interested party may testify at the public hearings or submit written testimony at or prior to the close of the City Commission hearing.
FILE WUMBERS:	ZC 15-04: Zone Change PZ-15-02: Amendment to the Comprehensive Plan CP-15-02: Master Plan Amendment
OWNER/ APPLICANT:	Providence Willamette Falls Medical Center, c/o Russell Reinhard 1500 Division Street, Oregon City, Oregon 97045
REPRESENTATIVE:	Harper Houf Peterson Righellis Inc., c/o Stefanie Slyman, AICP 205 SE Spokane Street, Suite 200, Portland, Oregon 97202
REQUEST:	Providence Willamette Falls Medical Center (PWF) is seeking amend a previously approved Master Plan and change the Oregon City Comprehensive Plan and Zoning Map for two properties from Low Density Residential/"R-6" Single-family Dwelling District to Mixed Use Employment/"MUE" Mixed Use Employment District.
LOCATION:	Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200
CONTACT PERSON:	Laura Terway, AICP, Planner (503) 496-1553 or Iterway@orcity.org
NEIGHBORHOOD:	McLoughlin Neighborhood Association
REVIEW CRITERIA:	Oregon City Municipal Code Chapters: 12.04 - Streets, Sidewalks and Public Places, 12.08 - Public and Street Trees, 13.12 - Stormwater Management, 15.48 - Grading, Filling and Excavating, 17.12 - "R-6" Single-Family Dwelling District, 17.31 - "MUE" Mixed Use Employment District, 17.41- Tree Protection Standards, 17.44- Geologic Hazards, 17.49 - Natural Resource Overlay District, 17.50 - Administrative Processes, 17.52 - Off-Street parking and Loading, 17.62 - Site Plan and Design Review, 17.54 - Supplemental Zoning Regulations and Exceptions, 17.65 - Master Plans and 17.68 - Zoning Changes and Amendments. The City Code Book is available on-line at www.orcity.org.

This application and all documents and evidence submitted by or on behalf of the applicant are available for inspection at no cost at the Oregon City Planning Division, 221 Molalla Avenue, Suite 200 from 8:30 AM - 3:30 PM, Monday – Friday. The staff report, with all the applicable approval criteria, will also be available for inspection seven days prior to the hearing. Copies of these materials may be obtained for a reasonable cost in advance. Any interested party may testify at the public hearing and/or submit written testimony at or prior to the close of the City Commission hearing. Written comments must be received by close of business at City Hall 10 days before the scheduled hearing to be included in the staff report. Written comments received within 10 days of the hearing will be provided to the Commission at the hearing. The public record will remain open until the City Commission closes the public hearing. Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the City Commission hearing, in person or by letter, with sufficient specificity to afford the Commission and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. Parties with standing may appeal the decision of the City Commission to the Land Use Board of Appeals. Any appeal will be based on the record. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763.

A city-recognized neighborhood association requesting an appeal fee waiver following issuance of a land use decision pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

NEIGHBORHOOD:	McLoughlin Neighborhood Association
REVIEW CRITERIA:	Oregon City Municipal Code Chapters: 12.04 - Streets, Sidewalks and Public Places, 12.08 - Public and Street Trees, 13.12 - Stormwater Management, 15.48 - Grading, Filling and Excavating, 17.12 - "R-6" Single-Family Dwelling District, 17.31 - "MUE" Mixed Use Employment District, 17.41- Tree Protection Standards, 17.44- Geologic Hazards, 17.49 - Natural Resource Overlay District, 17.50 - Administrative Processes, 17.52 - Off-Street parking and Loading, 17.62 - Site Plan and Design Review, 17.54 - Supplemental Zoning Regulations and Exceptions, 17.65 - Master Plans and 17.68 - Zoning Changes and Amendments. The City Code Book is available on-line at www.orcity.org.

From: To: James Nicita Laura Terway Kattie Riggs

Cc: Subject:

Public comment: Oregon City Planning file # PC 15-220

Date: Attachments: Monday, November 09, 2015 1:55:22 PM

PZ1502A.jpg

PZ1502B.jpg PZ1502C.jpg

Hi Laura,

Hope you are well. Please enter these comments into the record of tonight's Planning Commission hearing on file # PC 15-220, consisting of ZC 15-04: Zone Change; PZ 15-02: Amendment to Comprehensive Plan; and CP 15-02: Master Plan Amendment.

There is a notice issue that I believer requires setting over the hearing, as well as re-noticing the hearing, including re-posting of the subject site.

Specifically, because this matter involves a comprehensive plan amendment, the statewide planning goals are approval criteria.

197.175 Cities' and counties' planning responsibilities; rules on incorporations; compliance with goals.

 $[\ldots]$

- (2) Pursuant to ORS chapters 195, 196 and 197, each city and county in this state shall:
- (a) Prepare, adopt, amend and revise comprehensive plans in compliance with goals approved by the commission;

197.835 Scope of review; rules. (1) The Land Use Board of Appeals shall review the land use decision or limited land use decision and prepare a final order affirming, reversing or remanding the land use decision or limited land use decision. The board shall adopt rules defining the circumstances in which it will reverse rather than remand a land use decision or limited land use decision that is not affirmed.

[...]

(6) The board shall reverse or remand an amendment to a comprehensive plan if the amendment is not in compliance with the goals.

Because the goals are approval criteria, the posted notice must set forth that they are approval criteria. According to OCMC 17.50.090:

B. Notice of Public Hearing on a Type III or IV Quasi-Judicial Application. Notice for all public hearings concerning a quasi-judicial application shall conform to the requirements of this subsection... Notice of the application hearing shall include the following information:

[...]

3. A description of the applicant's proposal, along with a list of citations of the approval criteria that the city will use to evaluate the proposal;

As demonstrated by the attached photographs, the posted notice for this matter does not include citation of the statewide planning goals as approval criteria.

Thank you for your consideration.

James Nicita

Oregon City



October 26, 2015

City of Oregon City Attn: Laura Terway 221 Molalla Ave. Ste. 200 Oregon City, OR 97045

Re: FILE NUMBER ZC 15-04: Zone Change

Dear Laura,

On behalf of the Oregon City Business Alliance (OCBA), I am confirming our support of the zone change request for the properties adjacent to the Providence Willamette Fall's Medical Center (PWFMC) to mixed use employment (MEU). The PWFMC's Master Plan was approved in 2012. Since then the hospital has opened the child and adolescent psychiatric unit creating over 50 high wage jobs. Their new Medical Office Building (MOB) should increase access to primary care, specialty care, and improve individual's ambulatory services. The hospital team has met with the McLoughlin Neighborhood Association several times and understands their concerns to minimize the impacts that could occur to their residential community. Several changes have been made throughout this process to address their requests.

At this point the PWFMC plans to develop one MOB up to 35,000 ft² instead of the approved two totaling up to 50,000 ft². This proposed change has created a need for appropriate parking for the one building. The current application addresses this by bringing four PWFMC properties zoned MUE on 15th Avenue and rezoning two other properties to MUE into the master plan.

The overall goal is to improve patient access to the main entrance and West MOB while reducing parking impacts on McLoughlin neighborhood streets. More importantly, the proposal will result in fewer traffic impacts and less parking demand for the master plan buildout since there will be a reduction of 15,000 ft² of space. Again, OCBA requests that you approve the application on 11/9/15 with the O.C Planning Commission and on 12/16/15 with the City Commission.

Warmest regards,

Kent Zeigler

President, Oregon City Business Alliance

Oregon City Business Alliance P.O. Box 1593, Oregon City 97045 Phone (503) 479-0080 / Fax (503) 479-0081 www.ocbusinessalliance.com



JAMES J. NICITA

302 Bluff Street
Oregon City, OR 97045
E-mail: james.nicita@gmail.com

Public Comment on # PC 15-220, consisting of ZC 15-04: Zone Change; PZ 15-02: Amendment to Comprehensive Plan; and CP 15-02: Master Plan Amendment.

Goal 6:

"All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards."

Newell Creeks runs along the property, and is a "waters of the state" under ORS 468B.005(10).

State Standards: There is no evidence in the record that the applicant's development will not violate or threaten to violate the state water quality standards in OAR 340-041-0001 et. seq.

State Statutes: The storm water drainage system for the proposed development will be a "disposal system" under ORS 468B.005(1). Before the applicant can construct the disposal system, the applicant must obtain a permit pursuant to ORS 468B.050. If the applicant refuses or fails to obtain a permit pursuant to ORS 468B, then the project must comply with ORS 468B.025(1). There is no evidence in the record demonstrating compliance.

Thank you for your consideration.

James Nicita Oregon City

DATE RECEIVED: 11 9 15
SUBMITTED BY: J. N. 1CITA
SUBJECT: 7C 15-04
PZ 15-02

7. (§14.86) Statewide Planning Goals as a Standard for Plan or Ordinance Amendments

The Oregon Statewide Planning Goals & Guidelines apply to an amendment of an acknowledged local comprehensive plan or land use regulation unless the plan policies call for the amendment. ORS 197.175(2)(a), 197.835(5); 1000 Friends of Oregon v. Land Conservation & Dev. Com., 301 Or 447, 724 P2d 268 (1986) (Oregon Statewide Planning Goal 14 applies to comprehensive plan amendment to convert rural land outside urban growth boundary to urban land uses); Residents of Rosement v. Metro, LUBA Nos. 99-009, 99-010, 38 Or LUBA 199 (2000), aff'd, 173 Or App 321 (2001); Ludwick v. Yamhill County, 72 Or App 224, 231, 696 P2d 536 (1985) (Oregon Statewide Planning Goal 4 applies to postacknowledgment plan amendment and zone change to forestland pursuant to statute that authorized Land Use Board of Appeals (LUBA) to reverse or remand amendment to comprehensive plan that did not comply with goals); Friends of Yamhill County v. Yamhill County, LUBA No. 2004-014, 47 Or LUBA 160, 169 (2004) (goal compliance issues, as a general rule, must be resolved in postacknowledgment plan amendments); Beaver State Sand and Gravel, Inc. v. Douglas County, LUBA No. 2002-065, 43 Or LUBA 140 (2002), aff'd, 187 Or App 241 (2003) (an amendment of a county's Oregon Statewide Planning Goal 5 inventory to include a new site must comply with applicable statewide planning goals).

A detailed notice and review process for postacknowledgment amendments is set forth in ORS 197.610. See, e.g., Club Wholesale Concepts, Inc. v. City of Salem, LUBA No. 90-057, 19 Or LUBA 576 (1990) (tolling statutory deadline for appealing new ordinance for party to whom city failed to give timely notice of ordinance). A difficulty common to such amendments is how to determine which goals apply. The general rule is set forth in Davenport v. City of Tigard, LUBA Nos. 91-133, 91-137, 22 Or LUBA 577, 586 (1992): "Where apparently applicable statewide planning goals are implicated by a challenged decision, the city must either explain how the challenged decision complies with the goals or explain why those apparently applicable goals do not apply." A slightly different twist was added in Oregon Department of Transportation v. Clackamas County, LUBA No. 92-062,

23 Or LUBA 370, 373 (1992), in which LUBA held that findings on a number of goals should have been made because "[i]t is not obvious to us that [those goals] . . . are not applicable to the proposal."

Amendments to statewide planning goals may be effective immediately to local decisions. ORS 197.245, 197.646; *Department of Land Conservation & Dev. v. Lincoln County*, 144 Or App 9, 925 P2d 135 (1996) (amendments to Goal 11 applicable to local permit decisions).

The relationship between statewide planning goals and local plans or ordinances is discussed in the following cases:

- Bicycle Transp. Alliance v. Washington County, 127 Or App 312, 316–317, 873 P2d 452, adhered to in part, modified on other grounds, 129 Or App 98 (1994) (to sustain local ordinance that amends acknowledged transportation plan by allowing administrative staff to change road alignments within specified road corridors, county must show that at least initial designation of corridors complied with goals).
- Costco Wholesale Corporation v. City of Beaverton, LUBA Nos. 2005-044, 2005-046, 2005-050, 2005-053, 50 Or LUBA 476, 495-496 (2005), aff'd in part, rev'd in part, 206 Or App 380 (2006) (OAR 660-014-0060 requires local governments to apply acknowledged plans and land use ordinances, rather than statewide planning goals, to annexation decisions unless plans and ordinances do not control the annexation. A plan policy that provided nonbinding policy guidance was found to control the annexation.).
- Geaney v. Coos County, LUBA No. 97-104, 34 Or LUBA 189 (1998) (rejecting the county's interpretation of a comprehensive plan provision that an exception to Goal 3 is not required to rezone certain land already subject to the exception to allow the existing use of the property, when the prior exception did not recognize the existing use of the property as an allowed use).

- Doty v. Jackson County, LUBA Nos. 97-089, 97-090, 34 Or LUBA 287 (1998) (remanding for additional Goal 5 review for ordinances amending local plan map and text to change designation of Goal 5 resource lands, because county did not consider the impacts to resources beyond the limits of redesignated land).
- Department of Land Conservation and Development v. Douglas County, LUBA No. 96-233, 33 Or LUBA 216 (1997) (remanding legislative plan amendment for violation of coordination requirement under Goal 2 because county did not postpone adoption until state economist provided population projections for county to consider).

8. (§14.87) Impact of Amendment or Reinterpretation of Standards and Criteria

In general, a land use application may be reviewed for compliance only with those standards and criteria in effect at the time the application is deemed complete. See §14.11 for a discussion of the "fixed goal post rule."

The meaning of the term standards and criteria, as used in ORS 215.427(3) and 227.178(3), is a question of state law. As a result, a local interpretation or application of that term does not bind the Land Use Board of Appeals or the courts. Local governments cannot avoid making findings of compliance by "interpreting" approval standards or criteria as not being approval standards or criteria if they are set forth in the plan or implementing regulation as such. The term standards and criteria is not limited "to the local provisions that the local government must apply in acting on an application; it also includes provisions . . . that the government does apply and that have a meaningful impact on its decision. Davenport v. Tigard, 121 Or App 135, 141, 854 P2d 483 (1993).

PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.
- Give to the Clerk in Chambers prior to the meeting.



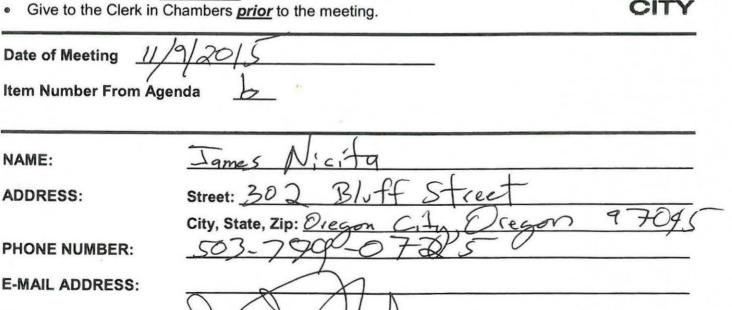
	1/9/15 anda 3b	
Item Number From Ag	enda <u>SB</u>	
		The second
NAME:	SAM DUTTON	
ADDRESS:	Street: 13796 NW TREVING ST	
	City, State, Zip: PORTLAND, OR 97229	
PHONE NUMBER:	702.622.9740	
E-MAIL ADDRESS:	Sam dutton @ providence org	
SIGNATURE:	- illege	

COMMENT FORM

PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.

SIGNATURE:



PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.

 Give to the Clerk in 	Chambers <u>prior</u> to the meeting.	CITY
Date of Meeting	genda <u>36</u>	
NAME:	Tiffany Munma	
ADDRESS:	Street: 1810 14th St	
	City, State, Zip: Oregon City, OR 9704	25
PHONE NUMBER:	503-650-9596	
E-MAIL ADDRESS:	tiffmumma@aol.com	
SIGNATURE:	Syllh	

COMMENT FORM

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.
- Give to the Clerk in Chambers prior to the meeting

- Give to the olerk in	enambers <u>prior</u> to the meeting.
Date of Meeting	Vov. 9 2015 enda <u>3B</u>
NAME:	JAY PEARCE
ADDRESS:	Street: 1214 WASHINGTON
PHONE NUMBER: E-MAIL ADDRESS:	City, State, Zip: ORE GON CATT 97045
SIGNATURE:	Mana



PLEASE PRINT CLEARLY

SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY

• Limit Comments to 3 MINUTES.

• Give to the Clerk in Chambers prior to the meeting.



Date of Meeting 11/9/15			
Item Number From Age	nda <u>35</u>		
NAME:	Renee Boutin King		
ADDRESS:	Street: 1500 DIVISIM		
PHONE NUMBER:	Sole (950 6262)		
E-MAIL ADDRESS:	penée. King @ providence una		
SIGNATURE:	Lever Sintin King		

COMMENT FORM

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to <u>3 MINUTES</u>.
- Give to the Clerk in Chambers prior to the meeting.

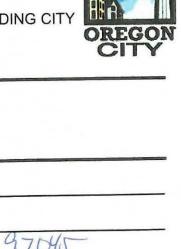
	1/9/15
Item Number From Ag	enda <u>35</u>
NAME:	JOSH KOLBERG
ADDRESS:	Street: 6969 SW HAMPTON
	City, State, Zip: PORTLAND, OR 97223
PHONE NUMBER:	503-968-6900
E-MAIL ADDRESS:	josh Q pkaarchitects, com
SIGNATURE:	- Jm Jm

PLEASE PRINT CLEARLY

SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY

Limit Comments to 3 MINUTES.

Give to the Clerk in Chambers prior to the meeting.



Date of Meeting	1/9/15			
tem Number From Agenda <u>36</u>				
NAME:	Sherri Paris			
	Street: 1500 Tivision St			
ADDRESS:	Oliver All SO BINIT			
	City, State, Zip: Olegon City, Ok 17070			
PHONE NUMBER:	503 650-6305			
E-MAIL ADDRESS:	Sherri , Dans @ providence , org			
SIGNATURE:	Ship			

COMMENT FORM

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.

Give to the Clerk in	Chambers <u>prior</u> to the meeting.	CITY
Date of Meeting	19/15 enda 3b	
NAME: ADDRESS:	Stefanie Slyman, HHPR Inc Street: 205 SE Spokane St. #200 City, State, Zip: Portland, OR 977202	
PHONE NUMBER: E-MAIL ADDRESS: SIGNATURE:	Stefanies Chher, com	

PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to <u>3 MINUTES</u>.
- · Give to the Clerk in Chambers prior to the meeting.

-Y	A
	OREGON

Date of Meeting 1	1/9/15
Item Number From Ag	jenda <u>36</u>
NAME:	Jett West
ADDRESS:	Street: 1500 Division
	City, State, Zip: Organ Cay, OR 97045
PHONE NUMBER:	503-215-7325
E-MAIL ADDRESS:	yetting litest e providence ovo
SIGNATURE:	Vilabet
	(Colored)

COMMENT FORM

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to <u>3 MINUTES</u>.

 Give to the Clerk in 	Chambers <u>prior</u> to the meeting.	
Date of Meeting	Vov-9-2015	
Item Number From Aç	genda Williamette fallo	
Mastera	Man Expansion	
NAME:	Callie Edwards	
ADDRESS:	Street: 1810 15th St Oregon Coly	_
	City, State, Zip: ORECON 97045	_
PHONE NUMBER:	563 995 3994	_
E-MAIL ADDRESS:	Carrieand babies Dyanos-com	_
SIGNATURE:	Calle Edwards.	_

Housing Resource Document for the City of Oregon City Comprehensive Plan

Prepared For:

City of Oregon City PO Box 3040 320 Warner Milne Road Oregon City, OR 97045

Prepared By:

David Evans and Associates, Inc 2100 SW River Parkway Portland, OR 97201

October, 2002

Table of Contents

1	INTRODUCTION		
2	EXIST	ING CONDITIONS	1
_			
		OGRAPHICS	
	2.1.1	Population Trends	
	2.1.2	Age	
	2.1.3	Race	
	2.1.4	Group Quarters	4
	2.1.5	Poverty	
	2.2 Hou	SEHOLDS	
	2.2.1	Household Size	<i>(</i>
	2.2.2	Income	6
	2.3 Hou	SING STOCK	
	2.3.1	Housing Units (Census)	8
	2.3.2	Housing Units (Housing survey)	8
	2.3.3	Current Housing Mix and Density	
	2.3.4	Condition	
	2.3.5	Housing Availability	
	2.3.6	Cost	
	2.3.7	Owning Versus Renting	
3	FUTU	RE HOUSING NEED	18
	3.1 Pro	IECTED LAND CAPACITY	18
	3.1.1	Existing Residential Land Supply	
		RO AND CLACKAMAS COUNTY CAPACITY ESTIMATES/LAND NEED THROUGH 2017	
		SING MIX BASED ON DEMOGRAPHICS	
		D NEEDS/SURPLUS BY HOUSING TYPE	

1.List of Tables

Table 1. Population Change of Oregon City and other Willamette Valley Jurisdictions	
Table 2. Age.	
Table 3. Race as a Percentage of Population	
Table 4. Number and Percentage of People in Group Quarters	
Table 5. Poverty in Oregon City (2000)	
Table 6. Household Type in Oregon City	5
Table 7. Average Household Size	
Table 8. Household Income in Metropolitan Portland and Oregon City (2000)	
Table 9. Median Household Income (2000)	
Table 10. Number of Units by Structure Type by Percentage of Total Housing Units	
Table 11. Number of Existing Units by Type and Zone	
Table 12. Number of Existing Units by Type and Neighborhood	
Table 13. Mobile and Manufactured Home Parks	
Table 14. Percentage of Housing Units by Structure Type within the City Limits (1996-2001).	12
Table 15. Development Density Compared to Maximum Allowable Density (1996-2001)	
Table 16. Housing Condition in Oregon City	
Table 17. Current Occupancy and Vacancy Rates in Oregon City	
Table 18. Average Rent by Number of Bedrooms for Portland and Oregon City	14
Table 19. Median Home Price for Portland and Oregon City (Jan 2002-July 2002)	
Table 20. Housing Affordability based on Household Income	
Table 21. Monthly Affordable Housing Costs for Oregon City Residents	
Table 22. Affordable Housing by Median Household Income	
Table 23. Vacant Residential Land by Zoning in Oregon City	
Table 24. Partially Vacant Residential Land by Zoning in Oregon City	
Table 25. Potentially Redevelopable Residential Land by Zoning in Oregon City	
Table 26. Capacity Analysis based on Metro and Clackamas County Capacity Estimates	
Table 27: Actual and Projected Housing Mix	
Table 28. Housing Need/Surplus with Rezoned Areas	28
Table 29. Potential Changes in Zoning to Meet Density Target	29
List of Figures	
	On or Follows Page
Figure 1. Oregon City Neighborhood Boundaries	11
Figure 2. Vacant and Partially Vacant Parcels	
Figure 3. Improvement to Land Value Ratio for Residential Property	
Figure 4. Percentage of New Housing Units Needed by housing Type for Oregon City	
Figure 5. Changes to the Comprehensive Plan Map and Zoning Designations	

1 Introduction

Adequate, affordable housing is one of the most important elements of any community. Housing provides our daily shelter as well as supplying a personal identity to a neighborhood and the community at large. An adequate supply of affordable housing and a variety of housing options to meet the needs of Oregon City residents are important components of a thriving community. Ensuring that all residents are able to secure housing and offering housing choices that attract new residents are ways to build a community's future.

We are largely a nation of homeowners. According to the 2000 Census, nationwide, approximately 66 percent of all households own their homes. In the Portland Metropolitan Area, about 62 percent of all households are owner-occupied; Oregon City is very similar at 60 percent. For the homeowner and the renter, housing costs are a significant economic investment. Housing also plays a vital role in the national economy by generating jobs. For local government, housing is a primary source of income (property taxes) and the major recipient of expenditures to provide public facilities and services (water, sewer, transportation, police and fire).

Oregon City is unique in the region for its role in Oregon history and for the age and diversity of its housing stock. In Oregon City, housing has always been at the center of the community. Many older homes and buildings have historical significance. Therefore, housing planning in the city is aimed at both development of new housing units and preservation or careful redevelopment of older historic housing units. This requires a keen understanding of the current housing stock. Because Oregon City, like many other communities in the Willamette Valley, has grown quickly in the last decade, more units are needed to accommodate new residents, or residents wishing to move into another type of housing.

The Housing Element covers:

- Demographics that gives an overview of Oregon City residents compared to the region;
- Housing Stock that describes the current number of housing units
- Projected Land Capacity that describes the amount of vacant, partially vacant and potentially redevelopable residential land and its projected housing capacity; and
- Land Needs/Surplus that describes the needed housing mix and land needs be housing type.

2 Existing Conditions

2.1 Demographics

2.1.1 Population Trends

Oregon City has experienced population booms and busts over its long history. In the last twenty years Oregon City, like many communities in the Willamette Valley, has seen more accelerated

¹ The Portland Metropolitan Area includes the Multnomah, Clackamas, and Washington Counties, unless otherwise noted. The U.S. Census Bureau considers the three-county area a Primary Statistical Area.

growth, growing faster in the 1990's than in the 1980's. Table 1 illustrates the rate of growth for several communities in the Willamette Valley. Oregon City grew very little in the 1980's, when recession and lack of employment opportunities drew few new residents. In the 1990's, Oregon City began to grow at a much faster rate than it had in the 1980's, and along with other cities in the Willamette Valley, far surpassed the growth rates seen in the 1980's. In the 1990's, Oregon City was one of the fastest growing cities in the Willamette Valley, increasing its size by nearly 82 percent between 1990 and 2000. Clackamas County and the state also grew at much faster rates in the 1990's, increasing in population by approximately 24 percent and 22 percent, respectively.

Table 1. Population Change of Oregon City and other Willamette Valley Jurisdictions

			% change	AAGR	·		% change	AAGR
Jurisdiction	1980	1990	(1980-1990)	(1980-1990)	2000	2001	(1990-2001)	(1990-2001)
Oregon	2,633,156	2,842,321	7.9%	0.8%	3,421,399	3,471,000	22.1%	1.8%
Clackamas Co.	241,919	278,850	15.3%	1.4%	338,391	345,150	23.8%	2.0%
Oregon City	14,673	14,698	0.2%	0.0%	25,754	26,680	- 81.5%	5.6%
Albany	26,511	29,540	11.4%	1.1%	40,852	41,650	41.0%	3.2%
Dallas	8,530	9,422	10.5%	1.0%	12,459	12,650	34.3%	2.7%
Forest Grove	11,499	13,559	17.9%	1.7%	17,708	18,380	35.6%	2.8%
Gladstone	9,500	10,152	6.9%	0.7%	11,450	11,438	12.7%	1.1%
Gresham	33,005	68,249	106.8%	7.5%	90,205	91,420	34.0%	2.7%
Lebanon	10,413	10,950	5.2%	0.5%	12,950	13,190	20.5%	1.7%
McMinnville	14,080	17,894	27.1%	2.4%	26,499	27,500	53.7%	4.0%
Milwaukie	17,931	18,670	4.1%	0.4%	20,550	20,490	9.7%	0.8%
Newberg	10,394	13,086	25.9%	2.3%	18,064	18,280	39.7%	3.1%
Salem	89,233	107,793	20.8%	1.9%	136,924	139,320	29.2%	2.4%
Tualatin	7,483	14,664	96.0%	7.0%	22,791	23,270	58.7%	4.3%
West Linn	11,358	16,389	44.3%	3.7%	22,261	23,090	40.9%	3.2%
Woodburn	11,196	13,404	19.7%	1.8%	20,100	20,410	52.3%	3.9%

Source: U.S. Census (1980, 1990, and 2000 Decennial Census); Portland State University Population Research Center, 2001

2.1.2 Age

The age of a population is a factor in determining what types of housing units are needed. Younger residents are likely to live with families or in apartments. When residents begin to have children, housing needs change from smaller units to single-family homes with rooms for the children to play. When residents no longer need the large house because their children have left, housing needs change again, often when the care of a larger home is burdensome or when more medical care is necessary. Currently, the highest percentage of residents in Oregon City and the Portland Metro area are between 25 and 54, the ages when residents are starting families or have older children still living at home (Table 2). Many residents in this age bracket earn more money as they become established in their careers and are able to afford more expensive housing. Oregon City has a slightly younger population than the Portland Metro area, with a median age of 32.7 compared to the Portland Metro area at 34.9. Oregon City has a higher percentage of residents under 10 than the Portland Metro area, indicating that many Oregon City residents have young families.

Table 2. Age

	Oreg	on City	Portland PMSA		
Age	Number	Percentage	Number	Percentage	
Under 5	2,160	8.4%	108,004	6.9%	
5 to 9	2,019	7.8%	109,949	7.0%	
10 to14	1,763	6.8%	108,194	6.9%	
15 to 19	1,740	6.8%	105,762	6.7%	
20 to 24	1,913	7.4%	107,383	6.8%	
25 to 34	4,239	16.5%	249,314	15.9%	
35 to 44	4,135	16.1%	259,557	16,5%	
45 to 54	3,433	13.3%	233,748	14.9%	
55 to 59	1,145	4.4%	74,198	4.7%	
60 to 64	696	2.7%	51,236	3.3%	
65 to 74	1,147	4.5%	80,269	5.1%	
75 to 84	931	3.6%	62,108	3.9%	
85 and older	433	1.7%	23,049	1.5%	
Median Age	32.7		34.9		

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics

2.1.3 Race

Oregon City is less diverse in its racial and ethnic composition than the state or the Portland Metro area; over 90 percent of Oregon City's population is white. Table 3 includes the percentage of residents by race for Oregon, Metropolitan Portland, and Oregon City. Oregon City's minority population is composed primarily of Hispanics or Latinos, with smaller numbers of residents identifying themselves as two or more races. Asian residents make up just over one percent of the city's population. This is less than the Portland Metro area where nearly five percent of the population is Asian. In Oregon City, as in the state and the Portland Metro area, the largest minority group is Hispanic or Latino.

Table 3. Race as a Percentage of Population

	Oregon	Oregon City	Portland MSA
White (%)	83.5%	90.8%	81.6%
Black/African Am.(%)	1.6%	0.6%	2.6%
Am. Indian, Eskimo, Aleut (%)	1.2%	0.9%	0.8%
Asian (%)	2.9%	1.1%	4.5%
Hawaiian/ other Pacific Islander (%)	0.2%	0.1%	0.3%
Some other race (%)	0.1%	0.0%	0.1%
Two or more races (%)	2.4%	2.2%	2.7%
Hispanic/Latino(%)	8.0%	5.0%	7.4%

Source: U.S. Census Bureau, 2000 (SF-1).

Note: The total percentage of Oregon City residents does not equal 100 percent due to rounding.

2.1.4 Group Quarters

Group quarters are not considered standard housing units because the units do not have individual kitchens, but this is still an important source of housing for certain populations. The population in group quarters is broken into institutionalized (prisons, nursing homes, hospitals, etc.) and non-institutionalized (college dormitories, halfway homes, etc.) populations. In Oregon City, about 91 percent of the population in group quarters is institutionalized, either in correctional institutions (61 percent), nursing homes, or assisted living facilities (39 percent). Table 4 shows the total number of people (institutionalized and non-institutionalized) living in group quarters. Oregon City has a higher percentage of its total population in group quarters (3.5 percent) than the Portland Metro Area (1.8 percent). The number of residents seeking housing in groups quarters (nursing or residential care facilities) is likely to increase as the population ages over the next 20 years.

Table 4. Number and Percentage of People in Group Quarters

	1990		20	000	1990-2000 Change	
Area	Number	% of Total Population	Number	% of Total Population	Number	Percent Change
Oregon City						
Group Quarters	362	2.5%	903	3.5%	541	149.45%
Total Population	14,698	100.0%	25,754	100.0%	11,056	75.22%
Portland PMSA						
Group Quarters	23,080	1.9%	28,939	1.8%	5,859	25.39%
Total Population	1,239,842	100.0%	1,572,771	100.0%	332,929	26.85%

Source: U.S. Census Bureau, 1990 (STF 1); 2000 Decennial Census, Profile of Selected Economic Characteristics

2.1.5 Poverty

Oregon City residents who fall below the federal poverty level have a more difficult time securing adequate housing those with higher incomes. Table 5 shows the poverty rate for all residents in Oregon City by relationship. Overall, the percentage of individuals below the poverty level in Oregon City is lower than the Portland Metro area, although female householder families are having a harder time making ends meet. The percentage of all families in poverty in Oregon City (6.5 percent) is slightly higher than families in poverty in the Portland Metro area (6.2 percent).

Female-headed households are much more likely to live in poverty than other families. The percentage of female-headed households in Oregon City in poverty is significantly higher than the Portland Metro area, with nearly 25 percent of female-headed households in Oregon City living in poverty. This compares to just over 20 percent in the Portland Metro area as a whole. The biggest concern is female-headed households with children under five. Over 41 percent live below the poverty line in Oregon City compared to about 39 percent for the Portland Metro area.

Table 5. Poverty in Oregon City (2000)

Category	Oregon City	Percent of Population	Portland PMSA	Percent of Population
Individuals	2,173	8.9	147,501	9.5
Persons 18 years and older	1,404	7.8	103,152	8.9
Persons 65 years and older	167	7.5	11,877	7.4
All families	438	6.5	24,605	6.2
With related children under 18	368	10.1	19,860	9.6
With related children under 5	183	11.7	10,939	13
All female householder families	293	24.9	11,529	20.2
With related children under 18	271	32.5	10,569	26.8
With related children under 5	118	41.4	5,355	39.1

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics

2.2 Households

While population characteristics are important, the characteristics of households define residential need. A household is all people living in a residential unit. A single person living alone in an apartment is considered a household, as is a family with children.

The U.S Census distinguishes between family and non-family households. Family households are made up of people related by blood or marriage. Non-family households are made up unrelated individuals (roommates). In 1990, Oregon City had 5,479 households with almost 70 percent in family households and about 30 percent in non-family households (Table 6). A comparison of the 2000 Decennial Census to the 1990 Census showed that there was very little change in the breakdown between family and non-family households, even though the 2000 Census reported a 73 percent increase in total households from 5,479 to 9,471 in 2000. Family households did grow slightly faster than non-family households, with single parent households showing the biggest increases.

Table 6, Household Type in Oregon City

	1990		2000		Percent Change 1990-2000				
	Number	Percent	Number	Percent					
Total Households	5,479		9,471		72.9%				
Family households	3,803	69.4%	6,669	70.4%	75.4%				
With own children under 18	2,153	39.3%	3,469	36.6%	61.1%				
Married Couples with family	2,946	53.8%	5,024	53.0%	70.5%				
With own children under 18	1,565	28.6%	2,410	25.4%	54.0%				
Female householder, no husband present	649	11.8%	1,166	12.3%	79.7%				
With own children under 18	453	8.3%	769	8.1%	69.8%				
Male householder, no wife preset	208	3.8%	479	5.1%	130.3%				
With own children under 18	135	2.5%	290	3.1%	114.8%				
Non family households	1,676	30.6%	2,802	29.6%	67.2%				

Source: U.S. Census, 1990 (STF-1); U.S. Census, 2000 (SF-1); 2000 Decennial Census, Profile of Selected Economic Characteristics

2.2.1 Household Size

Another characteristic that will affect the type of housing needed by a household is its size. Average household size has declined nationally and in Oregon over the past 50 years. Table 7 shows that in 1950, the average household size in Oregon was 3.10, but sharp declines in the 1970's dropped the average household size to 2.60 in 1980. The decline in average household size has slowed over the last 20 years, but has still fallen to 2.51 for Oregon.

Table 7. Average Household Size

	Ore	gon	Oregon City		
	Average	Percent Change	Average	Percent Change	
1950	3.10		2.90		
1960	3.10	0.0%	2.90	0.0%	
1970	2.90	-6.5%	2.90	0.0%	
1980	2.60	-10.3%	2.66	-8.3%	
1990	2.52	-3.1%	2.62	-1.5%	
2000	2.51	-0.4%	2.62	0.0%	

Source: 1950-1970: "1940-1970 Population and Housing Trends, Cities and Counties of Oregon," Bureau of Government Research and Service, University of Oregon; 1980 Census of Housing, , Bureau of the Census, August 1982; 1990 Census, (Summary of Population and Housing Characteristics); 2000 Census (SF-1)

The Portland Metro area mirrors the state average at 2.51 percent in 2000. Oregon City had a smaller average household size than the state in 1950 (2.90), and also saw sharp declines in the 1970's, but did not decrease as fast as the state. Oregon City has continued to maintain a 2.62 average household size through 2000, the same as in 1990. Smaller household size means more units are needed even if the population remains unchanged.

2.2.2 Income

The most important household characteristic for determining housing need is income. Household income in Oregon City is generally increasing, with the biggest increases at the higher income levels. Table 8 indicates that the majority of Oregon City households earned between \$25,000 and \$74,999 (about 57 percent), which is similar to the Portland Metro area, where the majority of households (about 52 percent) also earn between \$25,000 and \$74,999.

In general, household income distribution in Oregon City mirrors the Portland Metro area with differences all less than two percent for each income bracket. The only exception are households earning more than \$150,000; 4.6 percent of Portland Metro households earn more than \$150,000 but in Oregon City only 1.5 percent of households earn more than \$150,000.

Table 8. Household Income in Metropolitan Portland and Oregon City (2000)

	Oregon City	Percent of population	Portland PMSA	Percent of population
Less than \$10,000	728	7.7%	42,556	6.9%
\$10,000 to 14,999	395	4.2%	31,037	5.0%
\$15,000 to 24,999	1,028	10.8%	69,551	11.3%
\$25,000 to 34,999	1,322	13.9%	78,424	12.7%
\$35,000 to 49,999	1,816	19.1%	105,902	17.2%
\$50,000 to 74,999	2,245	23.6%	133,308	21.7%
\$75,000 to 99,999	1,217	12.8%	72,099	11.7%
\$100,000 to 149,000	599	6.3%	53,649	8.7%
More than \$150,000	143	1.5%	28,565	4.6%

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics

Table 9 shows median household income (MHI) for the Portland Metro area and Oregon City. Median household income has increased faster in Oregon City than in the Portland Metro area, although the MHI in Oregon City is still lower than the Portland Metro area. In 2000, Oregon City's median household income was about \$46,000 compared to the Portland Metro area, which has a median household income of nearly \$47,000.

Table 9. Median Household Income (2000)

Area	Median Household Income
Oregon City	45,531
Portland PMSA	46,789

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics

2.3 Housing Stock

Determining how much and what types of housing will be needed in the next 20 years requires an understanding of what the current housing stock offers. The Residential Housing and Land Inventory is used as the basis for determining the types and number of units that currently exist in Oregon City and the land available to accommodate housing in the future. Housing trends are based on building permit data since 1996.

The demographics section illustrated that Oregon City is a growing community and, if growth continues as expected, more housing units will be required than are now available. How will this growth affect the livability of Oregon City, and what housing options will new residents want? One single type of housing will not meet the needs of every current and future resident; people need different types of housing depending on income, family size, age, etc. To ensure current residents stay and new residents want to move to Oregon City, a range of housing options are necessary.

2.3.1 Housing Units (Census)

The previous sections discussed characteristics and housing needs of Oregon City residents. This section describes housing units available for them. Oregon City has a range of housing types. Table 10 shows the total number of units (both occupied and vacant) by structure type, based on the 2000 Census. The percentage of single-family homes in Oregon City (74 percent) is nearly the same as the Portland Metro area (73 percent). By far the majority of single-family homes are one-unit-detached structures. Other single-family housing types include one-unit-attached (townhouses), duplex (two-unit), and mobile homes. The percentage of the housing stock in each of these structure types is similar to that in the Portland Metro area as a whole.

Table 10. Number of Units by Structure Type by Percentage of Total Housing Units

-	Oreg	gon City	Portland PMSA		
	Units	Percentage of total housing units	Units	Percentage of total housing units	
Single-family					
one unit-detached	6320	62.2	401,817	61.6	
one unit-attached	283	2.8	21,994	3.4	
Duplex	603	5.9	19,476	3.0	
Mobile home	348	3.4	31,468	4.8	
Subtotal	7554	74.0	474,755	73.0	
Multi Family					
3-4	620	6.1	29,880	4.6	
5-9	883	8.7	35,569	5.5	
10-19	382	3.8	36,517	5.6	
20 or more	726	7.1	73,713	11.3	
Subtotal	2611	26.0	175,679	27.0	
Boat, RV, van etc	0		1,836		
Total	10,165		652,270		

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics Household Characteristics

According to the 2000 Census, multifamily housing (structures with three of more units) account for about 26 percent of all housing in Oregon City and about 27 percent of all housing in the Portland Metro area. Oregon City's multifamily housing is concentrated in smaller complexes with less than ten units, although some newer apartment complexes with more than 20 units also are found in the city. The Portland Metro area also has a number of smaller apartment complexes, but the majority of units are in larger complexes with 20 or more units.

2.3.2 Housing Units (Housing survey)

Additional housing data by structure type was gathered through a parcel level housing survey completed in May 2002. The survey was conducted by walking or driving the entire city within the Oregon City UGB. In areas where it was difficult to determine if there were housing units,

aerial photos were used to confirm the number and type of housing units. Section 2.3.2.1 compares Census housing counts with those gathered in the housing survey.

An inventory of Oregon City housing revealed that housing in the city is fairly well dispersed in the city's neighborhoods (Figure 1). Table 11 shows the number of housing units by type and zone. Table 12 shows the number of housing units by type and area. While nearly all areas have a significant number of units, Hazel Grove/Westling Farm, Hillendale, McLoughlin, Mt. Pleasant and the South End have the highest concentration of residential units. Within these areas, R-10, R-8, and R-6 zones have the highest concentration of single-family detached homes; RA-2, RD-4 and R-6 zones have the highest concentration of multifamily units. Single-family detached residential units are the dominant housing type in Oregon City. A description of zoning districts is in Appendix A.

2.3.2.1 Within City Limits

There are 11,395 housing units within the city limits of Oregon City. Single-family units comprise approximately 76 percent of housing within the city limits, which is slightly higher than the 74 percent that the census data reported for total single-family units. ^{4,5} The housing survey determined that approximately 19 percent of housing units are multifamily units in structures or complexes with three or more units, compared to the Census data that reported approximately 26 percent of Oregon City housing unit as multifamily. The Census does not count group quarters by unit (it only counts individuals living in group quarters), although the May 2002 housing survey did identify an additional 505 units within the city limits, or about four percent of housing units, as group quarters. These include complexes such as group homes, retirement homes, and congregate care facilities where residents do not have individual kitchens.

Overall, the May 2002 housing survey counted 11,395 housing units within the city limits compared to 10,165 housing units counted in the 2000 Census. If group quarters were removed from the housing survey, the total units would be 10,890. While this is still higher than the Census count, the housing survey includes residential construction after the 2000 Census information was collected.

2.3.2.2 Outside the City Limits but Inside the UGB.

There are 1,162 housing units outside of the Oregon City city limits, but within the urban growth boundary (UGB). All housing units in this area are single-family units. About 55 percent of these homes are more traditional single-family detached homes on larger lots, and about 44 percent of homes are manufactured housing units in parks.

² City staff used existing neighborhood association boundaries that were slightly modified to include all areas within the UGB.

³ Total accessory dwelling units were estimated using Metro's methodology (based on 2000 Census data) at 1.8 percent of total single-family detached residential units (not including manufactured or mobile homes in parks). Applied to Oregon City, this equals 142 units, which were included in the overall count of residential units within the UGB.

⁴ Single-family units include single-family detached, single-family attached, duplex, mobile homes in parks, and accessory dwelling units.

⁵ The 2000 Census counted housing units within the city limits. It does not include housing units outside the city limits, but within the UGB.

2.3.2.3 Overall Housing Units

According to housing survey, there are 12,557 housing units within the Oregon City UGB; about 81 percent are single-family homes. About seven percent of single-family homes are mobile or manufactured homes in parks, with the majority of those parks located outside the city limits but inside the UGB. Oregon City has a number of multifamily units (three or more units), comprising about 17 percent of all units within the UGB. Duplexes (just over five percent of housing units) and multifamily units are primarily located inside the city limits. Group quarters were found in five neighborhoods: Barclay Hills, Gaffney Lane, McLoughlin, New TBA, and Rivercrest. These were mainly nursing or retirement homes, although there were also some congregate homes for residents with physical and/or mental disabilities.

Table 11. Number of Existing Units by Type and Zone

Subtotal Total	637 8,064	2 676	512 893	72	<i>0</i> 2,205	11 142	505	1,162 12,557
County	637	2	512	0	0	11	0	1,162
Outside City					 -			
Subtotal	7,427	674	381	72	2,205	131	505	11,395
RD-4	192	333	381	46	350	3	54	1,359
RC-4	324	80	0	0_	110	6	63	583
RA-2	25	26	0	20	1,215	0	119	1,405
R-8	2,220	6	0	0	0	40	5	2,271
R-6/MH	125	0	0	0	0	2	0	127
R-6	1,735	129	0	0	290	31	55	2,240
R-10	2,647	76	0	0	4	48	0	2,775
NC	8	2	0	0	0	0	0	10
M-1	25	4	0	0	0	0	0	29
LOC	26	4	0	0	28	0	0	58
LO	21	6	0	6	174	0	101	308
LC	19	4	0	0	17	0	0	40
HC	17	0	0	0	0	0	0	17
CI	5	0	0	0	0	0	0	5
Inside City L	1mits 38	4	0	0	17		108	168
ZONE	Residential	Duplex	Parks	Attached	Residential	ADU	Quarters	Total
	Single-Family		Manufactured Homes in	Single-Family Residential	Multifamily		Group	

Source: Source: David Evans and Associates, May 2002 Housing Survey

ADU=Accessory dwelling unit

Table 12. Number of Existing Units by Type and Neighborhood

			Manufactured	Single-Family				
	Single-Family		Homes in	Residential	Multifamily	Accessory	Group	
Area	Residential	Duplex	Parks	Attached	Residential	Dwelling Units	Quarters	Total
Inside City Limits								
Barclay Hills	273	128	0	0	279	5	108	793
Canemah	111	0	0	0	18	2	0	131
Caufield	512	0	67	0	200	9	0	788
Gaffney Lane	747	4	0	66	434	13	159	1,423
Hazel Grove/Westling Farm	460	0	0	0	0	8	0	468
Hillendale	805	56	314	0	194	14	0	1,383
McLoughlin	800	140	0	0	207	14	63	1,224
Mt. Pleasant	608	68	0	6	452	11	0	1,145
New TBA	362	20	0	0	146	7	125	660
Park Place	604	144	0	0	100	11	0	859
Rivercrest	611	8	0	0	65	11	50	745
South End	979	102	0	0	0	18	0	1,099
Tower Vista	555	4	0	0	110	8	0	677
Subtotal	7,427	674	381	72	2,205	131	505	11,395
Outside of the City Limits		1				0		
Canemah	5	0	33	0	0	0	0	38
Caufield	99	0	479	0	0	2	0	580
Gaffney Lane	27	0	0	0	0	0	0	27
Hazel Grove/Westling Farm	118	0	0	0	0	2	0	120
Hillendale	94	0	0	0	0	2	0	96
New TBA	12	2	0	0	0	0	0	14
Park Place	104	0	0	0	0	2	0	106
South End	178	0	0	0	0	3	0	181
Subtotal	637	2	512	0	0	11	0	1,162
Total	8,064	676	893	72	2,205	142	505	12,557

Source: David Evans and Associates, May 2002 Housing Survey

2.3.2.4 Manufactured Housing

Oregon state law requires that manufactured homes be allowed anywhere traditional single-family detached homes are permitted, provided they meet specific building codes. The May 2002 housing survey counted manufactured homes on individual lots as single-family detached units. In these instances, the homeowner owns the structure and the land where the home is located.

Oregon City also has designated mobile home parks and manufactured home developments where the homeowner owns the structure, but rents or leases the land where the home is located. These housing developments were counted separately in the housing survey because there are different housing structure requirements for parks. For example, homes in parks are not always required to have a permanent foundation or permanent utilities connections. Table 13 shows designated mobile home and manufactured home parks within Oregon City.

Table 13. Mobile and Manufactured Home Parks

Park Name	Neighborhood	Capacity (units)	Existing Units	Vacant
Mt. Pleasant Mobile Home Park	Hillendale	125	125	0
Clairmont Mobile Home Park	Hillendale	189	189	0
Country Village Estates	Caufield	479	448	31
Cherry Lane Mobile Home Park	Caufield	67	60	7
Mobile Home Park	Canemah	33	_33	0

Source: City of Oregon City; David Evans and Associates, Inc.; May 2002 Housing survey

2.3.3 Current Housing Mix and Density

Residential development since 1996 in Oregon City has consisted primarily of single-family detached residential development. Table 14 shows that 82.5 percent of units built since 1996 have been single-family detached, while about 14.5 percent were multifamily units. Manufactured or mobile homes also accounted for about three percent of new units.

Table 14. Percentage of Housing Units by Structure Type within the City Limits (1996-2001)

	Percent of Units
Single-family detached	82.5%
Single-family attached	0.3%
Mobile or manufactured	2.7%
Multifamily	14.5%

Source: Metro, 2002

In order to make efficient use of urban land and infrastructure (water, sewer, streets), Metro urges cities to ensure that housing is built at densities of at least 80 percent, the maximum allowed by zoning. As a part of the Oregon City Functional Compliance Report (1999), the City determined that between 1990 and 1995, the number of households per net developed acre reached 82 percent of the maximum allowable densities for residential zones, which complies with the Metro target for built density.

Table 15. Development Density Compared to Maximum Allowable Density (1996-2001)

		Original Parcel	Developed Acres	ROW/	Net	Maximum	Percent of Maximum Density
Zone	Total Units	Size_	(residential)	Unbuildable	Density	Density	(net)
ZONING D	ESIGNATIO	NS					
R-10	399	141.3	89.7	57.5%	4.4	4.4	100%
R-6	45	11.6	7.9	46.8%	5.7	7.3	78%
R-6/MH	46	12.7	9.5	33.7%	4.8	6.4	76%
R-8	725	200.8	149.5	34.3%	4.8	5.5	88%
RD-4	88	18.1	14.4	25.7%	6.1	10.9	56%
Total	1,303.0	384.5	271.0	41.9%	4.8		80%

Source: City of Oregon City (July 2002); David Evans and Associates

Table 15 shows residential development permitted through land use actions (subdivisions) since 1996. The majority of new development has occurred in the R-8 and R-10 zoning districts, largely on land annexed since 1996. Developments also appear to be occurring on parcels with more environmental constraints, as the amount of land not developed, especially in the R-10 and R-6 zones, is much higher than in other areas. Regardless of parcel size, the city is achieving 80 percent of maximum residential density citywide. Some zones are reaching closer to the maximum allowable density than others; the R-10 zone has reached 100 percent of the maximum density, where as the RD-4 zone has achieved just 56 percent.

2.3.4 Condition

No housing condition survey has been completed in recent years. Instead, the condition of the current housing stock in Oregon City has been estimated based on the age of the structures. Newer units, ones typically less than 30 years old, will require fewer major repairs (new roof, electrical upgrades, plumbing). Table 16 shows the age of Oregon City housing stock. Almost half of Oregon City homes are older than 30 years, with over a quarter of homes older than 50 years. These homes require more upkeep than the newer homes, costing the homeowner additional money if the home is repaired as needed. About a third of homes are less than ten years old, showing the boom in home construction over the last 10 years.

Table 16. Housing Condition in Oregon City

	Percent
Less than 10 Years old	32%
11 to 20 Years old	3%
21 to 30 Years old	25%
31 to 40 years old	8%
41 to 50 years old	5%
more than 50 years old	26%

Source: Clackamas County Tax Assessor's Office (May, 2002)

2.3.5 Housing Availability

Oregon City and the Portland Metro area are similar in the percentage of renters versus owners, as shown in Table 17. The majority of housing units in both Oregon City and the Portland Metro area are owner-occupied; about 60 percent of housing units in Oregon City are owner-occupied, compared to about 62 percent in the Portland Metro area. Oregon City also has a slightly higher rental vacancy rate at 7.7 percent compared to the Portland Metro area at 6.7 percent. The vacancy rate is a determining factor in the amount of rental units available, A vacancy rate over five percent is considered indicative of a rental market that is adequate to serve the needs of the community. A lower rate may signify a need for more units to meets demand. However, the vacancy rate does not take into account the types of housing that are vacant.

Table 17. Current Occupancy and Vacancy Rates in Oregon City

	Oregon City (percent)	Portland PMSA (percent)
Occupied housing units	93.7	94.2
Owner occupied	59.8	62.0
Renter occupied	40.2	38.0
Vacant housing units	6.3	5.8
Homeowner vacancy rate	3.4	2.3
Rental vacancy rate	7.7	6.7

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics Household Characteristics

2.3.6 Cost

One factor for determining how affordable housing is in Oregon City is to compare average rental cost and cost of homes for sale to median household income. Table 18 and Table 19 show average rents and the median home prices by the number of bedrooms for Oregon City and the Portland Metro area.

Table 18. Average Rent by Number of Bedrooms for Portland and Oregon City

_	Oregon City	Portland
Studio	\$373	\$492
One-bedroom	\$500	\$600
Two-bedroom	\$599	\$735
Three-bedroom	\$690	\$873
Four-bedroom	N/A	\$977

Source: Housing Authority of Portland (Portland rental rates); Rental Data.com (Oregon City rental information)

Rents are less expensive in Oregon City (20 to 30 percent lower) than in the Portland Metro area. While this does provide a general indication that renting an apartment in Oregon City is more affordable, it does not take into account the total number of units by price available or by location. Different rental rates and size of available units are not evaluated individually, but it is likely that lower priced rental units are more competitive than higher rents for larger units or units with more amenities.

Home prices in Oregon City are competitive with the Portland Metro area. According to the Regional Multiple Listing Service (RMLS), median home prices in Oregon City have increased as fast as the other parts of the Portland Metro area, especially for homes with three bedrooms. The RMLS reports that the median price for all home types in the Oregon City area is actually higher than the Portland Metro area, although this may be skewed slightly because RMLS includes some rural areas in Oregon City, where larger lots and potentially higher prices could drive the median cost higher. Nevertheless, the majority of homes sold in the last year within the RMLS zone that includes Oregon City reflect a housing market very similar to the Portland Metro area.

Although the median home price (for 2002) for all homes sold is higher in Oregon City, median home price by type and number of bedrooms is generally lower. The median home price for a home with four or more bedrooms is about eight percent lower in Oregon City than the Portland Metro area as a whole. Smaller homes are more comparable, with two and three bedroom homes selling for nearly the same as in the Portland Metro area. Condominiums in Oregon City are about 30 percent less expensive than the region.

Table 19. Median Home Price for Portland and Oregon City (Jan 2002-July 2002)

	Oregon City	Portland
Two-bedroom	\$132,000	\$135,000
Three-bedroom	\$178,000	\$169,950
Four-bedroom	\$227,031	\$245,000
Condominium	\$98,500	\$129,900
Median (all units)	\$184,000	\$176,500

Source: Regional Multiple Listing Service (Jan -July 2002)

Note: RMLS does not track Oregon City separately from other rural areas outside of the Portland metro area, Some rural areas outside of the Oregon City UGB are included in median home prices.

The market value for existing housing is only one facet for determining how much home Oregon City residents can afford, or if they can even afford to purchase a home. Income requirements from lenders and savings for a down payment are two stumbling blocks, but affording the monthly mortgage payment on a home can also be a burden. Table 20 compares household income to fair market rents in Clackamas County. Fair market rents are used to assess the average cost of rental housing within each county and are a better indicator of the entire rental housing stock in the region. While average rents in Oregon City are lower than fair market rents in Clackamas County, there is no assurance of availability of these lower rent units. The total number of units at a certain price point is also not accounted for in average rents in Oregon City, so some residents may be forced to live outside the city or pay higher prices more in line with fair market rents.

Housing affordability is based on the percentage of monthly income spent on housing. The Department of Housing and Urban Development (HUD) uses a standard formula to determine affordability, assuming no more than 30 percent of monthly household income is spent on rent or

⁶ HUD determines fair market rent based on annual phone survey and other data gathering techniques down to the county level, but does not collect data for smaller geographic units such as Oregon City.

mortgage. Using HUD's formula, over 12 of percent of Oregon City residents cannot afford even a studio apartment, and over 23 percent are not able to afford a two-bedroom apartment.

Table 20. Housing Affordability based on Household Income

	Oregon City	Percent of population	Affordable Housing Cost (30 percent)	HUD Fair Market Rent (2001)
Less than \$10,000	728	7.7%	0-\$250	Ob. dia. 0400
\$10,000 to 14,999	395	4.2%	\$250-\$375	Studio: \$492 One-bedroom: \$606
\$15,000 to 24,999	1,028	10.8%	\$375-\$625	Offe-pedicom, 4000
\$25,000 to 34,999	1,322	13.9%	\$625-\$875	•
\$35,000 to 49,999	1,816	19.1%	\$875-\$1,250	
\$50,000 to 74,999	2,245	23.6%	\$1,250-\$1,875	Two-Bedroom: \$747
\$75,000 to 99,999	1,217	12.8%	\$1,875-\$2,500	Three-bedroom: \$1,038
\$100,000 to 149,000	599	6.3%	\$2,500-\$3,725	Four-Bedroom: \$1,127
More than \$150,000	143	1.5%	more than \$3,750	
	9,493	100.0%		

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics Household Characteristics; HUD; Analysis by David Evans and Associates, Inc.

Although many residents cannot afford even the most basic housing, most Oregon City households can. Households with incomes between \$35,000 and \$75,000 account for about 43 percent of households and are generally able to afford at least a two-bedroom apartment if not more.

While many Oregon City households are able to afford larger and more expensive housing, households with lower incomes are in a more precarious situation. When rent accounts for more than 30 percent of income, HUD considers the household "cost burdened." Households spending more than 50 percent of monthly income on rent are considered "extremely cost burdened" and likely to be financially stressed by emergencies or even unable to afford basic needs such as food and transportation. HUD breaks low-income households into several categories: extremely lowincome (earning 30 percent or less than the median household income); very low-income (earning 50 percent or less than the median household income); and low-income (households earning 80 percent or less than the median households income). Table 21 illustrates what different Oregon City household income levels can afford based on the median household income. Extremely low-income households (earning less than \$13,659 annually) cannot afford even a studio in Oregon City. Very low-income households earning less than \$22,765 annually and accounting for about one-quarter of Oregon City's population are able to afford only a onebedroom apartment. In order to find housing, very-low income households may double up or accept substandard units. Low-income residents (earning less than \$36,425) can sometimes afford larger units.

Higher income households have a much better chance of securing adequate housing because they can afford to be choosy in both housing type and location. The high percentage of extremely low and very low incomes in Oregon City, in combination with high rental rates and housing costs, reveals an apparent lack of housing for low-income households.

Table 21. Monthly Affordable Housing Costs for Oregon City Residents

	Median Household Income	Affordable M	onthly Housing	Costs (30 per	cent of income)
Percent of Median Household Income		30 percent of MHI	50 percent of MHI	80 percent of MHI	100 percent of MHI
Oregon City	\$45,531	\$341	\$569	\$911	\$1,138

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics Household Characteristics; Analysis by David Evans and Associates, Inc

The National Low-Income Housing Coalition (NLIHC) estimates that, nationally, 55 percent of low-income households experience cost burden, live in substandard housing, and/or live in overcrowded units. For extremely low-income households (30 percent of MHI), the likelihood that a household experiences some type of housing problem is even higher, at 88 percent.

2.3.7 Owning Versus Renting

Owning a home is often the biggest investment an individual or family will undertake and can provide a level of financial independence for those that can afford it. According to the National Low Income Housing Coalition (NLIHC) and the U.S Census Bureau, home ownership nationwide is on the increase, undoubtedly due to currently very low mortgage interest rates. Those who have not been able to secure loans in the past are now buying homes with little or sometimes no down payment. But getting a loan for a house is only part of the problem, because with a house comes upkeep costs and a mortgage payment that is not easily adjusted. Homeowners with lower incomes are often deeper in debt and more susceptible to market fluctuations. Losing a house due to foreclosure can further complicate an individual or family's chance of securing credit in the future.⁷

According to the NLIHC, households earning less than the area's median income are most susceptible to losing their homes or face a cost burden to pay the mortgage, interest and insurance. For example, households earning 80 percent of the median income will often live in less expensive older homes. Older homes are more expensive to maintain and are often located in poorer neighborhoods where the financial return on a home sale is not as great as more desirable areas. While owning a home does have the potential to create wealth, it also has the potential to exacerbate financial problems. Table 22 shows a general breakdown of owners versus renters and how housing costs affect household stability.

Attempting to determine what a household can afford is difficult because interest rates fluctuate, loan types vary, and property taxes are not the same everywhere. Nevertheless, the National Association of Homebuilders (NAHB) roughly calculated how much income a household would need to buy a home without overburdening it financially. The NAHB estimated that a home costing \$150,000 (assuming 10 percent down payment, seven percent mortgage interest and insurance, and overall consuming about 30 percent of household income) would require a median household income of \$47, 678. Consider that \$150,000 is lower than the median home

⁷ National Low Income Housing Coalition. (2002). Advocates Guide to Housing and Community Development Policy.

price in Oregon City and the Portland Metro area (Table 19), and the necessary household income is higher than the median household income for both Oregon City and the Portland Metro area (Table 9). Households in Oregon City earning even the median household income may experience some cost burden when buying a home in today's market.

Table 22. Affordable Housing by Median Household Income

Income High income (more than 120 percent of MHI) Middle income (120 percent of MHI: \$54,637 annually) Median income (\$45,531annually)	Tenure Own home Own home Likely own home, but may		
Low income (80 percent or less of MHI: \$36,425 annually)	Own home or rent. May have some cost burden	Owns	Rents.
Very low-income (50 percent or less of MHI: \$22,765 annually)	Likely rent but may own home. Probably are cost burdened. Eligible for subsidized housing	ð	
Extremely low-income (30 percent or less of MHI: \$13,659 annually)	Rents. Eligible for subsidized housing		

Source: 2000 Decennial Census, Profile of Selected Economic Characteristics Household Characteristics; HUD (2002); NLIHC (2002); Clackamas County Housing Authority; Analysis by David Evans and Associates, Inc.

3 Future Housing Need

3.1 Projected land capacity

3.2.13.1.1 Existing Residential Land Supply

The City of Oregon City completed a land inventory in May 2002 to determine the existing vacant residential land supply within the City's UGB. The inventory was then integrated with the City's GIS system and Clackamas County's Assessor data, providing parcel level information, including ownership, zoning and comprehensive plan designations.

Oregon City allows residential development in all of its zoning districts; however, not all vacant land identified in the housing survey within the UGB will be available for new residential development. While housing units exist in most zoning districts, vacant, partially vacant, and redevelopable land was only counted in zoning designations where residential development is encouraged. These zoning designations include: LC, R-10, R-6, R-6/MH, R-8, RA-2, RD-4, RC-4, and County.

Within commercial and industrial zoning districts where residential development is not, and should not be, the dominant development type, it was assumed that vacant land identified in the land inventory would be dedicated to other uses. City staff identified which areas would be suitable for residential development and should be included. Land with existing residential designations or existing residential development was broken into the following categories:

- 1. Vacant land—Parcels with no structures, or parcels with structures with an assessed value less than \$10,000 and a parcel area over 4000 sq. ft.
- 2. Partially vacant—Partially vacant land includes parcels that have at least one residential structure already located on the tax lot, but there is room for more units. Parcels were considered partially vacant if the lot size was at least triple the allowable lot size for the zone. Lots three to five times the minimum lot size were estimated to have room for at least one more unit. Lots more than five or more times the minimum lot size were assumed to develop the same as a vacant parcel for the zone.
- 3. Undevelopable—Parcels that are already committed to other uses. This includes any parcels with non-residential development (since residential uses are currently allowed in all zones), and parcels that are smaller than 4,000 sq. ft. Undevelopable land also includes parcels that have no vehicular access.
- 4. Developed residential land—Parcels with residential development and where developed land meets the current zoning designation and where the assessed value of the improvements (all structures) is greater than the assessed value of the land itself.
- 5. Potentially redevelopable land—Any parcel with a structure(s) or uses (i.e., a storage area), but are either not as intensive as allowed, or the existing assessed value of the improvements is less than the value of the land itself.⁸

3.2.1.13.1.1.1 Vacant Land

Vacant land within the Oregon City UGB is shown in Table 23 and Figure 2. Within the city limits, vacant land is found primarily in five zoning districts: R-10, R-6, R-6/MH, R-8, and RD-4. Overall, Oregon City estimates that approximately 22 percent of vacant land will be dedicated to public or semipublic uses such as schools, parks, and churches, and 15 percent to new roads. In calculating development capacity, it was assumed that parcels smaller than three eighths of an acre are already platted, would not require dedication of new right-of-way, and would use existing public facilities. Parcels with public or semi-public ownership were removed from the vacant lands inventory because it was assumed these parcels would be developed as non-residential uses (i.e., parks, schools, churches, public facilities, etc.).

Many vacant areas within the city limits are constrained because they are within the floodplain, are steep (greater than 25 percent), and/or are within the vegetation corridor near a waterbody or stream. These constraints reduce their development potential, so they were removed from the inventory. For example, nearly all vacant land within the R-6 zoning district is constrained. Although some development could occur on constrained land, vacant R-6 land in the entire city is extremely limited.

Overall, there are approximately 209 vacant buildable acres within the city limits, concentrated in the R-10 (63 percent), R6/MH (13 percent), R-8 (nine percent), and RD-4 zoning districts

⁸ To avoid double counting vacant and partially vacant parcels as potentially redevelopable parcels (vacant parcels will have a low or zero ratio, bigger parcels will tend to have a lower ratio and could also be considered redevelopable), only parcels where the building value was greater than \$10,000, met the building to land value criteria (less than 1:1), and less than three times the allowable lot size were counted as potentially redevelopable. Parcels with building values less than \$10,000 were assumed to be vacant, and parcels greater than three times the allowable lot size were considered partially vacant.

(seven percent). Assuming new development reaches 80 percent of the current maximum density for each district, 1,215 new units could be constructed within the city limits on vacant land.

Outside the city limits, but within the UGB, there are approximately 126 vacant buildable acres. These parcels still retain rural zoning densities and when brought into the city limits will be rezoned to more urban densities, likely a combination of R-10, R-8, and R-6 zones. Assuming an average density that is 80 percent of the maximum of a R-8 zone, about 571 additional units could be constructed. This equals 1,787 new units on vacant land within the UGB.

3.1.1.2 Partially Vacant Land

Oregon City has many parcels within the city limits that have one single-family home and are at least three times the minimum lot size, as shown in Table 24 and Figure 2. The majority of these partially vacant parcels are zoned R-10, the largest minimum lot size allowed within the city limits. There are 117 parcels zoned R-10 that are three to five times the minimum lot size and 99 parcels more than five times the minimum lot size. The R-8 and R-6 zones also have a significant number of parcels where locating new units is a possibility. Overall, potentially 223 new units could be constructed on these partially vacant lots within the city limits, assuming one unit is added on lots three to five times the minimum lot size. An additional 961 new units could potentially be built on lots larger than five times the minimum lot size, assuming these parcels are built to 80 percent of the maximum allowable density for the zone.

As with vacant lands between the city limits and UGB, estimating the total number of new housing units possible on under-utilized parcels will depend on the zoning assigned when annexed. Assuming a R-8 zoning density, there are 236 parcels that would be at least three times the minimum lot size. There would be 81 lots between three and five times the minimum lot size and 155 parcel more than five times the minimum lot size. There is the potential for additional 81 units on parcels between three and five times the allowable lot size and potentially another 1,541 units on parcels larger than five times the allowable lot size. ¹⁰

Within the entire UGB, there is the potential for 2,806 new units on partially vacant lots within the UGB.

⁹ Vacant parcels that would be designated for non-residential uses (such as Mixed-Use Employment) are not included in total acreage.

¹⁰ Partially vacant parcels that would be designated for non-residential uses (such as Mixed-Use Employment) are not included in total acreage.

Table 23. Vacant Residential Land by Zoning in Oregon City

OL IT	1	Gross unconstrained	total Acreage >3/8 acres	Less environmental	Park, Schools and Churches Deduction	Right of way deduction		Max. Units	Development on Parcels less than 3/8	Potential Dwelling Units (80 percent
Classification	tax lots	Acreage	(.83) ¹¹	constraints	(x.22)	(x.15)	acres	per acre	Acres	density)
Within the UGB						,				
LC 12	13	1.5	1.2	0.7	0.1	0.1	0.6	7.3	11	14
R-10	146	264.8	219.8	89.4	28.7	15.3	131.5	4.4	72	535
R-6	122	72.6	60.3	58.9	0.3	0.2	13.2	7.3	80	157
R-6/MH	8	38.8	32.2	2.7	6.5	3.5	26.2	6.4	2	136
R-8	92	35.4	29.4	11.3	4.0	2.1	18.0	5.5	73	152
RA-2	10	6.5	5.4	0.4	1.1	0.6	4.4	19.8	3	72
RC-4	10	2.8	2.3	1.1	0.3	0.1	1.3	10.9	9	20
RD-4	15	22.9	19.0	4.0	3.3	1.8	13.9	10.9	7	128
Subtotal	416	445.3	369.6	168.5	44.2	23.5	209.0		257	1,215
Between the City	Between the City Limits and the UGB									
County	91	226.6	188.1	55.8	29.1	15.5	100.4	5.5	16	571
Total	507	671.9	557.6	224.3	73.3	39.0	336.6	٠.	273	1,787

Source: Clackamas County Assessors Office; Analysis by David Evans and Associates, Inc.

The Oregon City Functional Compliance Plan (1999) determined that 83 percent of parcels in Oregon City are over 3/8 acres. Total acres were multiplied by .83 to remove parcels less than 3/8 of an acre, which are already assumed to be platted.
 50 percent of gross vacant unconstrained acres is dedicated to residential uses. There are 2.9 acres of vacant LC land.

Table 24. Partially Vacant Residential Land by Zoning in Oregon City

		F	or lots 5 ti	mes or larger tl	ne allowable size		Potential dwelling units (80 percent density) for
Classification	Tax lots 3 to 5 times minimum size	Total tax lots	Total Acres	Maximum Density	Constrained land	Right of way (15%)	all lots 5 times the lot
Within the UGE	3	<u> </u>					
LC	0	0	0.0	7.3		0.0	0
R-10	117	99	238.7	4.4	53.1	27.8	672
R-6	60	25	33.2	7.3	19.7	2.0	127
R-6/MH	5	3	5.5	6.4	1.7	0.6	22
R-8	26	48	86.0	5.5	8.1	11.7	317
RA-2	0	1 1	2.3	19.8	0	0.3	31
RC-4	0	0	0.0	10.9	0	0.0	0
RD-4	15	0	0.0	10.9	0	0.0	15
Subtotal	223	176	365.7		82.6	42.5	1,184
Between the C	I ity Limits and	d the UGB		<u> </u>	<u> </u>	<u> </u>	
County	81	155	470.3	5.5	58.4	61.8	1,622
Total	304	331	836.0		141.0	104.3	2,806

Source: Clackamas County Assessors Office, May 2002; Analysis by David Evans and Associates, Inc.

3.1.1.3 Potentially Redevelopable Land

Identification of parcels that could be redeveloped is based on the value of improvements compared to land value. The value of the structures and other improvements declines over the years if not properly maintained, and the potential for redeveloping the property increases. Figure 3 illustrates the average improvement values by residential zoning districts. Not surprisingly, improvement-to-land-value ratios are highest in zoning districts that allow denser development (RA-2, RC-4, and RD-4 zones). The RA-2 zone has the highest improvement-to-land-value ratio of any residential district. Conversely, less dense zones have lower improvement values, where one unit on a larger lot is the norm. Overall, average improvements in single-family residential zones are about 1.5 times the land value, with zones allowing higher density housing closer to two times the land value.

Parcels falling below the 1:1 building-to-land-value threshold could potentially be redeveloped with newer or higher density uses. However, just because the land is considered redevelopable does not ensure that change will actually occur. Table 25 shows the amount of potentially redevelopable land by zone. In Oregon City, there is less than one acre of land considered highly redevelopable and just over eight acres that have medium redevelopment potential. The majority of redevelopable parcels (about 90 percent) have a low potential and will likely stay in the same use as today. By far the majority of redevelopable parcels are within the R-6 zone, followed by the R-10 zone.

Figure 3. Improvement to Land Value Ratio for Residential Property

Source: Clackamas County Tax Assessor's Office (May 2002)

Table 25. Potentially Redevelopable Residential Land by Zoning in Oregon City

	Building to Land Value			
Redevelopment Potential	0-0.25 (High)	0.26-0.50 (Medium)	0.51-0.99 (Low)	Total Acres
Zoning District				
LC			0.8	0.8
R-10		1	23.5	24.5
R-6	0.8	6.9	48.7	56.4
R-6/MH			0.4	0.4
R-8				0
RA-2		0.3	0.3	0.6
RC-4		0.2	6.1	6.3
RD-4			3.0	3
Total	0.8	8.4	82.8	92

Source: Clackamas County Assessors Office; Analysis by David Evans and Associates, Inc.

3.2 Metro and Clackamas County Capacity Estimates/Land Need through 2017

Oregon City is required to determine its housing capacity within the city limits and outside of the city limits but within the UGB area that is still under Clackamas County jurisdiction. Table 26 shows the amount of expected growth in the region that Metro and Clackamas County believe Oregon City should accommodate and the projected housing capacity (using the current zoning) within the UGB to meet those targets. Within the city or UGB, Metro and Clackamas County estimated that Oregon City should expect to accommodate 9,940 additional units by 2017.

Oregon City has seen considerable growth since the projected capacity estimates were the developed. Between 1994 and 1996, Oregon City determined by reviewing building permits that 1,446 units were built within the UGB. More recent permit data supplied by Metro showed an

additional 2,219 units constructed between 1996 and 2001. This development significantly reduces the dwelling units needed by 2017 to 6,075 units. However, there does not appear to be capacity to accommodate these units within the UGB. Full development of all vacant and partially vacant land would result in 4,593 new units, based on current zoning within the city and an overall R-8 density for county land within the UGB, missing the capacity target by 1,444 units.

Table 26. Capacity Analysis based on Metro and Clackamas County Capacity Estimates

	-
Metro and Clackamas county dwelling unit target capacity	9,940
Credit for development (9/1/94-8/31/96)	(1,446)
Credit for development (8/31/96-Current)	(2,219)
Credit for projected accessory units	(142)
Credit for development on constrained land	(58)
Adjusted dwelling unit target	6,075
Estimated dwelling unit capacity on vacant land	(1,787)
Estimated dwelling unit capacity on partially vacant land	(2,806)
New welling units in manufactured home parks	(38)
Dwelling Unit Capacity Deficiency	1,444

These capacity estimates do not reflect plans to permit and encourage increased density in some areas (such as downtown), because the zoning to implement these higher densities is not yet in place. Currently, there is no housing within the downtown area and no land zoned specifically for housing, although the Oregon City Downtown Community Plan (1999) recommends several areas that could accommodate higher-density housing. If this plan is implemented, a considerable number of housing units could be accommodated in the core area of the city.

Oregon City's zoning for residential land within the city limits is primarily R-10 and R-8. This is larger than the average lot size recommended by Metro for urban areas (7,000 sq. ft). There is potential for more housing if zoning were changed and densities increased.

The number of units that could be developed on unincorporated land within the UGB depends on what zoning was assigned to each parcel when it was annexed into the city. Upon annexation, parcels are typically zoned R-10, the lowest density allowed within the city limits. For the purposes of these estimates, vacant county parcels were assumed to develop at an R-8 zoning density. However, some areas could be zoned at higher densities and accommodate additional units.

Underutilized land (or land than is not developed to the maximum allowed density by zoning) actually accounts for more acreage than vacant land in the unincorporated UGB. Underutilized land that is more than five times the allowable lot size was assumed to develop the same as vacant parcels, based on Oregon City's experience where new development on these larger lots is meeting at least 80 percent of the target density for the underlying zone. Redevelopable land is not included in the capacity analysis because of the limited amount of land considered to be highly redevelopable. The number of units that might be constructed would likely be negligible.

3.3 Housing Mix Based on Demographics

Metro and Clackamas County developed a dwelling unit target for Oregon City based on expected regional growth and the amount of vacant land available within the Oregon City UGB, shown in Table 26, not accounting for current and future socioeconomic conditions. While the target assumes that a variety of housing types will be required, it does not determine what the best housing mix would be and how much residents can afford to spend on housing.

The Oregon Department of Housing and Community Services (HCS) has developed a model that projects housing needs based on the existing housing stock, demographics and anticipated population growth. The model evaluates the existing housing units by structure type and cost, compares those units to local demographics, and estimates the current demand/supply by structure type and price point. The model requires knowledge of existing housing units, tenure, and cost. The existing housing inventory was used as the base for the model, while tenure and cost were extrapolated from the 2000 Census. The model assumes no more than 30 percent of household income is spent on rent or a mortgage.

Figure 4 shows the percentage of new housing units currently needed by price and tenure. According to the model, housing need is met for a particular price point if the existing housing stock meets 100 percent of the need. According to the model, Oregon City has a surplus of rental units in the mid price ranges with monthly rents between \$430 to \$909. The largest surplus is in the \$665 to \$909 rent ranges, where need is met by more than three times for that price range, creating a surplus of those units. Oregon City does not meet residents' needs for less expensive rental units or for units costing more than \$909 per month. The current housing stock meets just over 50 percent of the estimated need for units with rents less than \$429 per month and, for more expensive units, the existing rental stock meets approximately 50 percent of the estimated need.

In addition to rental needs, the model also estimates the need for owner-occupied units. The model shows a surplus of units costing more than \$113,300 with a greater surplus in units costing more than \$141,700. Oregon City's housing stock meets the city's needs for homes costing between \$85,000 and \$113,000, but only meets about 50 percent of housing needs for homes priced between \$56,700 and \$85,000.

Affordable housing is a concern for many Oregon City residents. The model shows just over one-percent of the need is currently met for homes costing less than \$56,700, which is not surprising considering a median sale price for homes in Oregon City of \$184,000. The number of homes in the low price range is extremely limited, and households that can only afford a home in this range would likely rent rather than buy. Households could afford to own a home only by spending a disproportionate amount on their mortgage payment. In this case, supplying more rental units than owner-occupied units is likely more realistic when comparing the current real estate market, high cost of land, and building materials.

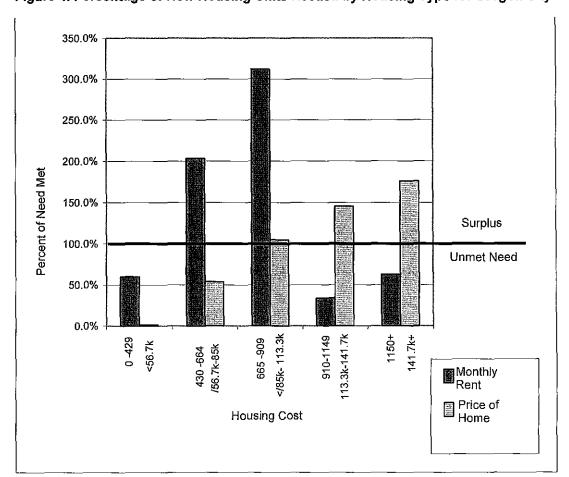


Figure 4. Percentage of New Housing Units Needed by Housing Type for Oregon City

Source: Oregon Housing and Community Services 2002, David Evans and Associates, Inc. 2002

Assessing the current met/unmet needs is the first step in determining a future housing mix that will satisfy the projected population and demographic changes. Table 27 shows two housing mixes based on information gathered through the housing inventory and a projected housing density from the HCS model that would meet housing needs based on tenure and cost. Oregon City's current housing mix is about 80 percent single-family units and about 20 percent multifamily, although building permit data shows that the majority of new units (about 86 percent) are single-family detached homes. About 14 percent of the new units are multifamily dwellings.

The HCS model projects the density mix needed to meet Oregon City's housing needs, and has a higher percentage of units in multifamily than the current housing mix. The model projects a housing mix of about 75 percent single-family housing and about 25 percent multifamily units. The higher number of multifamily units is based on a current unmet need for low cost housing as well as higher priced units. There is a large unmet need for low cost housing for both owners and renters, but due to high housing prices, home ownership is not a realistic option. Most people who can only afford the most inexpensive housing are likely going to rent.

Table 27: Actual and Projected Housing Mix

	Current Mix (Housing	HCS Model (Projected Mix
Housing Type	Inventory)	to Meet Housing Needs)
Single-family	81.4%	74.7%
Single-family	67.9%	63.9%
Duplex	5.9%	4.4%
Manufactured homes in parks	7.6%	6.4%
Multifamily	18.6%	25.3%
Total	100.0%	100.0%

The need for a higher percentage of multifamily units is illustrated in the demographic analysis completed in Section 2, Existing Conditions, the HCS projections showing a need for more affordable housing, and a Metro target capacity that supports higher density development. The majority of units will be single-family, but there is also a need for a higher percentage of units in multifamily uses.

3.4 Land Needs/Surplus by Housing Type

Table 28 shows the needed housing units by housing type and the need/surplus of existing vacant land within the Oregon City UGB. The target capacity for the Oregon City is 6,075 additional units (after reductions for units already constructed). Based on the adjusted target and housing mix recommended in the HCS model, Oregon City should accommodate 4,538 single-family units and 1,537 multifamily units (75 percent single-family and 25 percent multifamily).

The majority of these new units can be accommodated on vacant or partially vacant land within the UGB, but to meet the target capacity Oregon City would need to make some zone changes that increase density. Currently, vacant and partially vacant land zoned for single-family units can accommodate all single-family unit needs with room for over 4800 units, while existing multifamily zoned land could accommodate just 103 units. Therefore, some land should be rezoned to higher density uses the provide the necessary 1,434 units.

The need for higher density development within Oregon City, especially in the downtown area, has already been the focus of extensive planning efforts in an attempt to make downtown a more lively. Higher density developments can support businesses, including restaurants and entertainment businesses that cater to these new residents. The City has developed and adopted the "Oregon City Downtown Community Plan" that recommends mixed uses with 30 units per acre of housing. Other areas where higher density uses (than is currently permitted) may be appropriate are shown in Figure 5 and described in Table 29. Approximately 193 buildable acres would be rezoned; of that about 104 acres would be rezoned for multifamily uses, including a mixed-use area north of downtown.

Table 28. Housing Need/Surplus with Rezoned Areas

		Single-family, Manufactured in Parks, Duplexes	Multifamily	Total
Adjusted Metro Target (Table 26)	6,075	koja delember Lista koji skoj		
Future Housing Mix (Table 27)		74.7%	25.3%	100.0%
Metro Target using future housing mix		4,538	1,537	6,075
Potential New Units on Land within the UGB		Single-family Zoning Districts ¹³	Multifamily Zoning District ¹⁴	Total
Vacant Land (Table 23)	1,715	72	1,787	
Partially Vacant Land (Table 24)		2,775	31	2,806
New Units in Existing Manufactured Home	Parks (Table 13)	38	0	38
Total New Units		4,528	103	4,631
Needed Units				
(Need)/Surplus (New units-Metro Target Fu	(10)	(1,434)	(1,444)	
Potential New units on rezoned residential lan	nd (Table 29)	365	1,510	1,875
Total Units (needed)/surplus		355	76	431

Areas to be rezoned would accommodate primarily multifamily housing units, duplex townhomes and other higher density uses. Some rezoned areas would retain a single-family zoning but at a higher density (e.g. R-10 rezoned to R-8 or R-6). Multifamily housing would only by allowed in the RA-2 zone and in a future MUR zone recommended in the Downtown Plan. New multifamily uses are located in areas with existing multifamily uses or near activity centers, such as Clackamas Community College, and near major thoroughfares where more transportation options are available.

Oregon City meets nearly all land needs for single-family units, but needs more land for multifamily dwellings. Converting 107 acres of single-family land to multifamily uses would accommodate additional 1,510 units, or 76 units more than required. Other rezoned land (about 93 acres) would remain in single-family use but at a higher density. This would generate 365 additional units, or 355 units more than required. Together this would provide 1,875 units, which exceeds Metro's residential target capacity by 431 units.

¹³ Single-family zones include LC, R-10, R-8, R-6, R-6/MH, R-8, RC-4, RD-4, and County assumed with a density of R-8.

¹⁴ The only zone identified as multifamily is RA-2

Table 29. Potential Changes in Zoning to Meet Density Target

_		ı	1		f	·	Τ	-	·	-		Ι	· · · · · · · · · · · · · · · · · · ·
Area	Existing Zone	New Zone	New Comp. Plan Designation	Gross rezoned unconstrained Acreage	Total existing Units	Less env.	PSC Deduction (x.22)	ROW deduction (x.15)	Total Deduction	Gross vacant buildable acres	per acre for current zone	Max. Units per acre for new zone	Total new units
	M-1			2.7	0	0.0	0.0	0.4	0.4	2.3	0.0	30	55
1	M-2	MUOR	MUOR	11.7	0	0.0	0.0	1.8	1.8	9.9	0.0	30	239
'	RC-4	INIOOK	MOOK	0.2	3	0.0	0.0	0.0	0.1	0.1	0.0	30	3
	C			17.4	8	0.0	0.0	0.0	0.0	17.4	0.0	30	418
	R-10			51.4	13	20.3	6.8	3.6	30.8	20.6	4.4	10.9	107
2	R-6/MH	RD-4	MR	8.8	1	1.7	1.6	0.8	4.1	4.7	6.4	10.9	17
	County		<u>[</u>	35.0	0	0.4	7.6	4.0	12.1	22.9	5.5	10.9	99
3	R-8	R-8	LR	0.0	0	0.0	0.0	0.0	0.0	0.0	5.5	5.5	
J	R-10	. 17-0		30.3	13	17.2	2.9	1.5	21.6	8.7	4.4	5.5	8
4	R-10	R-6	LR	18.0	12	10.3	1.7	0.9	12.9	5.1	4.4	7.3	12
5	R-6	RD-4	MR	4.0	7	2.5	0.3	0.2	3.0	1.0	7.3	10.9	3
6	R-6	RA-2	HR	13.3	12	7.8	1.2	0.6	9.6	3.6	7.3	19.8	36
, ,	R-10	KA-2	I IIK	6.4	0	4.3	0.5	0.2	5.0	1.4	4.4	19.8	17
	RA-2			4.4	2	0.0	1.0	0.5	1.5	2.9	19.8	19.8	-
7	R-6	RA-2	HR	12.6	15	0.2	2.7	1.5	4.4	8.2	7.3	19.8	82:
	LO	1		2.0	41	0.0	0.0	0.3	0.3	1.7	19.8	19.8	-
8	R-10	RD-4	MR	6.1	0	1.0	1.1	0.6	2.7	3.4	4.4	10.9	17
9	R-10	RD-4	MR	4.4	2	0.0	1.0	0.5	1.5	2.9	4.4	10.9	15
10	R-10	R-8	LR	7.9	0	0.0	1.7	0.9	2.7	5.3	4.4	5.5	5
11	County	RA-2	HR	10.2	13	2.8	1.6	0.9	5.3	4.9	5.5	19.8	56
12	R-6	RD-4	MR	4.7	6	1.3	0.0	0.5	1.8	2.9	7.3	10.9	8
12	R-10	KD-4	INIX	5.7	7	0.4	1.2	0.6	2.1	3.5	4.4	10.9	18
13	R-10	RA-2	HR	10.4	5	1.1	2.0	1.1	4.2	6.2	4.4	19.8	76
14	R-10	RA-2	HR	19.8	3	0.0	4.4	2.3	6.7	13.1	4.4	19.8	162
15	R-10	RA-2	HR	20.1	6	3.3	3.7	2.0	8.9	11.2	4.4	19.8	138
· ·	LO			0.3	0	0.0	0.0	0.0	0.0	0.3	19.8	19.8	-
10	R-10	RA-2	HR	14.5	9	1.6	2.8	1.5	5.9	8.6	4.4	19.8	105
16	R-6/MH	KA-2	l uk	4.1	3	0.0	0.9	0.5	1.4	2.7	6.4	19.8	29
	RD-4	1		19.9	69	0.0	4.4	2.3	6.7	13.2	10.9	19.8	94
17	County	MUE	MUE	84.9		·	******	-	Ma			•	•
18	R-6	MUE	MUE	9.6	1				No new reside	endai units			
19	R-10	RD-4	MR	6.1	1	0.1	1.3	0.7	2.1	4.0	4.4	10.9	21
20	R-6/MH	RD-4	MR	9.9	0	1.1	1.9	1.0	4.1	5.8	6.4	10.9	21
	R-10	1 KD-4	IVIE	3.9	1	0.0	0.9	0.5	1.3	2.6	4.4	10.9	13
		Total		460.8	252	77.3	55.3	32.4	165.1	201.2			1,875

 $4O:\PROJECT\\O\\Orct0000-0015\\!DOCS\\Housing\\Housing\ final\ draft.doc$

Appendix A Oregon City Zoning Descriptions

In accordance with David Evans & Associate's commitment to quality control, the signatures o
the author and reviewer of this document are below.

AUTHOR:	REVIEWER:
NAME	NAME
DATE	DATE

O:\PROJECT\O\Orct0000-0015\!DOCS\Housing\Housing final draft.doc

		•		-
		×		

From: <u>King, Renee</u>
To: <u>Laura Terway</u>

Subject: RE: Providence Willamette Falls Zone Change Date: Tuesday, October 27, 2015 2:12:35 PM

Hi Laura – would you mind including this in the Planning Commission packet or presenting it at the hearing so that they can see that Providence has been responsive to Alex's concerns and that we are responsive to the concerns of the tenant. Thanks, Laura.

Renée

From: King, Renee

Sent: Thursday, October 22, 2015 12:24 PM

To: 'Laura Terway'

Subject: FW: Providence Willamette Falls Zone Change

Hi Laura,

Just wanted you to know that we connected with Alex, both by this email and I had a long talk with her yesterday.

Renée

Renée Boutin King Marketing and Communications manager Providence Health & Services 503-650-6262

From: Reinhard, Russ

Sent: Thursday, October 22, 2015 12:13 PM

To: 'AlexB@cccchs.org'

Cc: King, Renee; 'Stefanie Slyman'; Josh Kolberg **Subject:** Providence Willamette Falls Zone Change

Hello Alex,

Your email to Laura Terway dated Oct. 15 was forwarded to me. I'll do my best to let you know where Providence Willamette Falls Medical Center is currently in our land use application process, and our commitment to our tenants in the properties this application may affect.

Providence sent a letter in May to the tenant at 1810 15th Street notifying them prior to a McLoughlin Neighborhood Association meeting that we would be at that meeting to discuss the land use application we were preparing to submit to the City. We felt it important for the tenant to know that the property would be discussed so that they could attend the meeting should they wish.

In June we filed a land use application with the City of Oregon City requesting that property be included in Providence Willamette Falls Medical Center's master plan that was adopted in 2012. The property is currently zoned mixed use employment. Attached is a detailed map that shows the changes Providence is requesting in the application.

On Nov. 9 this application will be discussed at the City of Oregon City's planning commission, and is scheduled to be brought before City Council on Dec. 16. Providence is awaiting the decisions on our land

use application before making any changes with the properties it owns along 15th Street. Should we change the use of those properties, we commit to a four month notification and a move allowance equivalent to one month's rent.

I hope this addresses your concerns and I thank you for your advocacy. Feel free to contact me, or Renee King, with any further questions.

Russ Reinhard Chief Executive

From: Laura Terway [mailto:lterway@ci.oregon-city.or.us]

Sent: Thursday, October 15, 2015 12:47 PM **To:** Alex Bursheim <<u>AlexB@cccchs.org</u>>

Cc: Stefanie Slyman <<u>stefanies@hhpr.com</u>>; Josh Kolberg <<u>josh@pkaarchitects.com</u>>

Subject: RE: Providence Willamette Falls Zone Change

Alex,

Thank you for your email. The property located at 1810 15th street is included in the development application. The complete application may be found online <u>here</u> with a general timeline for the implementation of the Master Plan. I have copied the applicant on this email response so you may contact them directly for a more specific timeline. Please feel free to contact me with any additional questions or concerns.



Laura Terway, AICP Planner

Planning Division

City of Oregon City PO Box 3040 221 Molalla Avenue, Suite 200 Oregon City, Oregon 97045

Planning Division - 503.722.3789

Fax 503.722.3880

Direct - 503.496.1553

Website: www.orcity.org | webmaps.orcity.org | Follow us on: Facebook! Twitter

Think **GREEN** before you print.

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday. PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Alex Bursheim [mailto:AlexB@cccchs.org]
Sent: Thursday, October 15, 2015 12:33 PM

To: Laura Terway

Subject: Providence Willamette Falls Zone Change

Hello Laura,

My name is Alex and I am a family coach for Clackamas County Early Head Start, and I was hoping that you could give me some details about the Providence Willamette Falls proposed changing of the Master Plan in the area around the hospital. I have a family on my case load that lives at 1810 15th St. Oregon City, OR 97045, and they are wondering if they are in danger of losing their home because of this plan change. Also, is there a timeline for construction if the plan goes through? They intend to be at the City Council meeting, but would also like as much information as possible before hand, so that if they need to start planning a move they can do so with ample time. The family includes a recently single Mother and four young children, along with family pets, so a time frame for the project is crucial for their well-being. If you can not provide me with this information, I would greatly appreciate it if you could point me in the right direction.

Thank you,
Alex Bursheim
Early Head Start Family Coach
Clackamas County Children's Commission
109 2nd Street Canby, OR
971 295 7041

This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

APPENDIX A-2012 Master Plan Transportation Impact Analysis

Transportation Impact Analysis

Providence Willamette Falls Medical Center

Oregon City, Oregon

August 2011



Transportation Impact Analysis

Providence Willamette Falls Medical Center

Oregon City, Oregon

Prepared For:

Providence Health & Services

Real Estate & Construction Development

4400 NE Halsey Street

Building 1, Suite 160

Portland, OR 97213

(503) 215-6575

Prepared By: **Kittelson & Associates, Inc.** 610 SW Alder Street, Suite 700 Portland, OR 97205 (503) 228-5230

Project Manager: Julia Kuhn, P.E. Project Principal: Chris Brehmer, P.E.

Project No. 10567.0

August 2011



Table of Contents

Section 1	Executive Summary	1
Section 2	Introduction	6
Section 3	Existing Conditions	11
Section 4	Transportation Impact Analysis	24
Section 5	Parking Analysis	42
Section 6	Conclusions and Recommendations	51
Section 7	References	55

List of Figures and Exhibits

Figure 1	Site Vicinity Map	8
Figure 2	Conceptual Site Plan	9
Figure 3	Year 2011 Existing Lane Configurations and Traffic Control Devices	13
Figure 4	Year 2011 Existing Traffic Conditions, Weekday AM Peak Hour	18
Figure 5	Year 2011 Existing Traffic Conditions, Weekday PM Peak Hour	19
Figure 6	Year 2021 Lane Configurations and Traffic Control Devices	26
Figure 7	Year 2021 Background Traffic Conditions, Weekday AM Peak Hour	28
Figure 8	Year 2021 Background Traffic Conditions, Weekday PM Peak Hour	29
Figure 9	Estimated Trip Distribution Pattern	33
Figure 10	Site-Generated Trips, Weekday AM Peak Hour	34
Figure 11	Site-Generated Trips, Weekday PM Peak Hour	35
Figure 12	Year 2021 Total Traffic Conditions, Weekday AM Peak Hour	38
Figure 13	Year 2021 Total Traffic Conditions, Weekday PM Peak Hour	39
Figure 14	Parking Lot Locations	44
Exhibit 1	Parking Occupancy by Number of Vehicles Parked On Campus	45
Exhibit 2	Parking Occupancy by Percentage of Parking Spaces Occupied	45
Exhibit 3	On-Street Parking Occupancy	48
Figure 15	On-Street Parking Utilization	49

List of Tables

Table 1	Existing Transportation Facilities	14
Table 2	PWFMC Campus Bicycle Count	15
Table 3	Measured Trip Generation for PWFMC Based on Traffic Counts	16
Table 4	Intersection Crash History (January 1, 2005 – December 31, 2009)	20
Table 5	Measured Trip Generation Rates for PWFMC Based on Traffic Counts	31
Table 6	Summary of Master Plan Proposal	31
Table 7	Estimated Trip Generation	32
Table 8	Intersections Not Meeting City Standards	36

Appendices

Appendix A	Traffic Count Data
------------	--------------------

Appendix B Description of Level-of-Service and Volume-to-Capacity Methods and Criteria

Appendix C Year 2011 Existing Conditions Level-of-Service Worksheets

Appendix D Crash Data

Appendix E Year 2021 Background Level-of-Service Worksheets

Appendix F Year 2021 Total Traffic Level-of-Service Worksheets

Appendix G Sight Distance Analysis

Appendix H Parking Utilization Data



EXECUTIVE SUMMARY

Providence Health & Services is preparing a Master Plan and Detailed Development Plan (DDP) for its Providence Willamette Falls Medical Center (PWFMC) campus. The Master Plan will include development of the property between Division Street, Davis Road, Trillium Park Drive, and Gilman Drive, in addition to the property immediately west of Division Street between 14th Street and 16th Street and the property immediately east of Division Street between Penn Lane and Davis Road.

As part of the Master Plan, the existing campus buildings will remain intact and operational. PWFMC is seeking approval to increase the amount of development on-campus by a net addition of 104,000 square feet, which accounts for two additional medical office buildings (MOBs), expansions to the existing hospital building, and a central utility plant (CUP). The DDP includes the upgrading of the existing gravel parking lot adjacent to Penn Lane. As part of the upgrading, the parking lot will be paved and stormwater, landscaping and curbs will be added. No traffic impacts are anticipated by the paving of the parking lot. All other planned additions to the campus will require separate DDP submissions and subsequent traffic analyses.

This report summarizes the transportation and parking analyses needed to support the Master Plan. The pertinent findings and recommendations are summarized below.

Findings

EXISTING TRANSPORTATION SYSTEM OPERATIONS AND SAFETY

- Under existing conditions, all study intersections meet operating standards during both the a.m. and p.m. peak hours.
- Only five of the study intersections have any reported crashes over the past five years. No safety mitigation needs have been identified based on the crash data alone.
- Several mitigations have been identified that would improve sight distance at the PWFMC accesses and the roadways that intersect Division Street across from the PWFMC campus. In order to provide adequate sight distance, PWFMC should move the hospital sign at the intersection of Division Street/Davis Road and restrict on-street parking and consider bulbouts for the accesses and intersections along Division Street, particularly at the intersections of Division Street/Davis Road, Division Street/15th Street, and the Division Street/PWFMC Access Road (between 13th Street and 14th Street). The City and property owners should consider trimming and maintaining the shrubs near the roadway.

YEAR 2021 TRANSPORTATION SYSTEM OPERATIONS

• The 104,000 square feet of net building space proposed as part of the Master Plan is estimated to generate 87 weekday a.m. and 91 weekday p.m. peak hour trips, assuming no additional reduction in campus-related drive-alone travel is realized during the next ten years.



- Assuming year 2021 background conditions without an increase in campus-related uses, the
 Redland Road/Anchor Way and Molalla Avenue/7th Street intersections do not meet City of
 Oregon City operating standards. The Molalla Avenue/7th Street intersection is anticipated
 to operate acceptably for the next five years (through the year 2016) whereas the Redland
 Road/Anchor Way intersection is anticipated to operate acceptably for the next six years
 (through the year 2017) with increases in background growth.
- Assuming year 2021 total build-out conditions, the Master Plan does not cause any intersections to not meet City of Oregon City operating standards.
 - o The City has been evaluating the potential for a roundabout at the Molalla Avenue/7th Street intersection. With a roundabout in-place, this intersection would meet City standards at full build-out of the Master Plan.
 - The Redland Road/Anchor Way intersection is anticipated to warrant a traffic signal within the next six years. This improvement has been identified in the Oregon City TSP. With a signal in-place, this intersection would meet standards.

MODE SPLIT AND PARKING

- The 2011 Employee Commute Options (ECO) survey results represent a slight decrease in the drive-alone mode split from the July 2010 survey (a decrease from 89 to 88 percent).
 PWFMC's efforts to reduce the drive-alone rate will continue to lessen both parking and traffic impacts associated with the campus over time.
- There is sufficient on-campus parking today to accommodate the existing peak daily demand. During the highest hour of parking utilization, approximately 78 percent of the spaces are full within the existing Master Plan boundaries. This level of utilization still provides sufficient opportunities for patients and visitors to easily and efficiently find a parking space without unnecessary circulating through the garages or parking lots.
- Based on the existing parking demand, a campus-wide rate of 1.95 spaces per 1,000 square feet of building space should be supplied on-campus throughout the next ten years. Accounting for an excess of parking today, 138 new spaces would be needed campus-wide upon build-out of the Master Plan uses.
- PWFMCshould monitor the need for supplying a campus-wide rate of 1.95 spaces per 1,000 square feet of buildings space to ensure that this ratio remains applicable as the drive-alone rate to campus continues to decrease over time.
- There is limited use of the first block of 15th Street (west of Division Street) by hospital staff and visitors. Neighborhood feedback indicated that hospital staff and visitors also frequently park on the first blocks of 14th Street and 16th Street (west of Division Street). PWFMCshould continue to monitor this situation and work with the neighborhood to ensure any impacts are mitigated.



Recommendations

- In order to achieve adequate sight distance at the PWFMC accesses and roadways intersecting Division Street, the hospital sign at the intersection of Division Street/Davis Road should be moved east. Parking restrictions and bulb-outs should also be considered in order to acquire additional sight distance, specifically at the intersections of Division Street/Davis Road, Division Street/15th Street, and the Division Street/PWFMC Access Road (between 13th Street and 14th Street). The City and property owners should consider trimming and maintaining the shrubs near the roadway.
- Based on existing parking demand, 1.95 parking spaces should be provided per 1,000 square
 feet of total building space on-campus. This ratio should be monitored over time to ensure
 its application remains appropriate as the campus experiences further reductions in the
 drive-alone rate. This ratio results in a total campus need of 138 new parking spaces.
- PWFMCshould work with the City of Oregon City to contribute a pro rata share of improvements at the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections. The timing of and need for these pro rata share improvements should be determined as part of subsequent DDP submittals. Improvements at these locations are not anticipated to be needed for five to six years, and the timing of expansions to the hospital that are included in the Master Plan have not yet been defined.
 - o Based on current estimates, build-out of the Master Plan uses would contribute approximately 1.1 percent of the p.m. peak hour traffic volumes in the year 2021 at the Molalla Avenue/7th Street intersection.
 - At the Redland Road/Anchor Way intersection, build-out of the Master Plan uses would contribute approximately 2.3 percent of the p.m. peak hour traffic volumes in the year 2021.

Section 2 Introduction

INTRODUCTION

Project Description

As part of the Master Plan, Providence Willamette Falls Medical Center (PWFMC) is proposing a net increase of 104,000 square feet of new space on campus. The new Master Plan will include development of the property between Division Street, Davis Road, Trillium Park Drive, and Gilman Drive, in addition to the property immediately west of Division Street between 14th Street and 16th Street and the property immediately east of Division Street between Penn Lane and Davis Road. Figure 1 illustrates the site vicinity and updated campus boundary. Figure 2 shows the Master Plan conceptual uses.

There are a number of public roadways and private accesses that serve the campus today. The majority of these will be maintained as part of future development. One additional access point along Penn Lane is proposed as part of future campus development and will serve a parking lot that has an existing access to Division Street that will be closed.

Construction activities are expected to occur over the course of several years, depending on fiscal resources and operational needs. For the purposes of this report, a ten-year planning horizon was used to understand transportation impacts associated with build-out of the Master Plan uses.

A Detailed Development Plan (DDP) is being submitted concurrently with the Master Plan. As part of this DDP, PWFMC proposes to upgrade the parking lot adjacent to Penn Lane. No traffic impacts are anticipated with the paving of this parking lot.

Scope of the Report

This report identifies the transportation-related impacts associated with development of an additional 104,000 square feet of net new campus space proposed as part of the Master Plan update and was prepared in accordance with the City of Oregon City standards. The study intersections and scope of this project were selected based on a review of the local transportation system and direction provided by City staff. Operational analyses were performed for the weekday a.m. and p.m. peak hours at the following locations:

Off-Site Locations

- 1. Cascade Highway (OR 213)/Redland Road
- 2. Redland Road/Holcomb Boulevard-Abernethy Road
- 3. Redland Road/Anchor Way
- 4. Molalla Avenue/7th Street
- Molalla Avenue/Division Street
- 6. 7th Street/Division Street

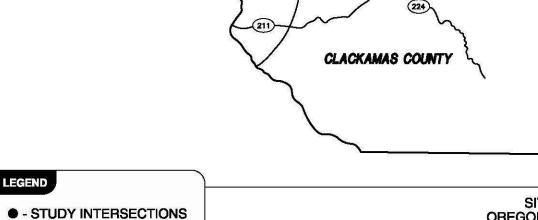


12TH/ST

THIST IN

MOLALLA AVE

5



ABERNETHY RD

167H ST

STHE

OTH ST

DIVISION ST

13/14/57

18THST

PENN LN

SITE

GILMAN DR

REDL

DAVIS RD

LIUM PARK DR

ND RD

213

SITE VICINITY MAP OREGON CITY, OREGON





KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING / PLANNING

2

Campus Adjacent Locations

- 7. Division Street/Davis Road
- 8. Division Street/Penn Lane (Total Traffic Conditions Only)

Campus Accesses

- A1E. Access #1 (Existing Location): Division Street/Between 16th Street and Penn Lane (Existing Traffic Conditions Only)
- A1F. Access #1 (Future Location): Penn Lane/East of Division Street (Total Traffic Conditions Only)
- A2. Access #2: Davis Road/West Access between Division Street and Trillium Park Drive (This access point contains two driveways with (A) access to the parking lot between Penn Lane and Davis Road and (B) access to the parking lot south of Davis Road.)
- A3. Access #3: Davis Road/East Access between Division Street and Trillium Park Drive
- A4. Access #4: Division Street/Between Davis Road and 15th Street
- A5. Access #5: Division Street/15th Street
- A6. Access #6: Division Street/Between 13th Street and 14th Street

This report summarizes these transportation areas:

- Existing land-use and transportation-system conditions within the site vicinity during the weekday a.m. and p.m. peak periods;
- Year 2021 traffic conditions during both peak periods;
- Trip generation and distribution estimates for the proposed Master Plan uses;
- Campus parking demand and supply analyses;
- On-street parking analyses; and
- Conclusions and recommendations.





EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current multimodal, operational, functional, and safety characteristics of the transportation system within the vicinity of the campus. These conditions are compared with future conditions later in this report.

Kittelson & Associates, Inc. (KAI) staff collected information regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area during the spring and summer of 2011.

Campus Conditions and Adjacent Land Uses

The main Providence Willamette Falls Medical Center (PWFMC) campus encompasses the area between Division Street, Davis Road, Trillium Park Drive, and Gilman Drive. The main campus includes 335,076 square feet of medical and administrative/support uses today. In addition, 16,105 square feet of shelled space has been constructed within the hospital but is not yet in use.

Structured parking and surface parking are available on the campus today. The parking structure is located on the northeast corner of the campus near the intersection of Davis Road and Trillium Park Drive. The parking structure has two accesses that are located off of Davis Road (to the north) and through the surface parking lot (to the south). There are surface parking lots currently surrounding the campus. Two of the parking lots are located on the northeast and southeast corners of the Division Street/Davis Road intersection. Another surface parking lot is located on the west side of the campus, near the Division Street/15th Street intersection, and wraps around the east side of the Hospital, extending to Trillium Park Drive. A gated driveway is located on the southeast corner of the campus connecting to Trillium Park Drive and is for emergency use only.

The PWFMC campus is zoned Mixed Use Employment (MUE). The MUE zoning extends beyond the PWFMC campus to the north, south, and west. There is a Children's Center on Penn Lane outside of the Master Plan boundary to the north. Other medical providers are located to the south of the Master Plan boundary, including the Mountain View Nursing Home, Eye Health Northwest, and Gilman Park Assisted Living. While Eye Health Northwest and Gilman Park Assisted Living have their own surface parking lots and accesses, Mountain View Nursing Home shares the PWFMC Division Street access between 13th Street and 14th Street. The surrounding properties beyond the MUE zoned area are generally residentially zoned as single family (R-6 and R-10) to the west and east and multi-family (R-2) to the south.

Transportation Facilities

Table 1 provides a summary of the transportation facilities included in the analyses. This table outlines the operational characteristics of the streets, as well as the modal functional classifications identified in the City of Oregon City *Transportation System Plan* (TSP, Reference 1). Figure 3 identifies the lane configurations and traffic control devices at the study intersections.

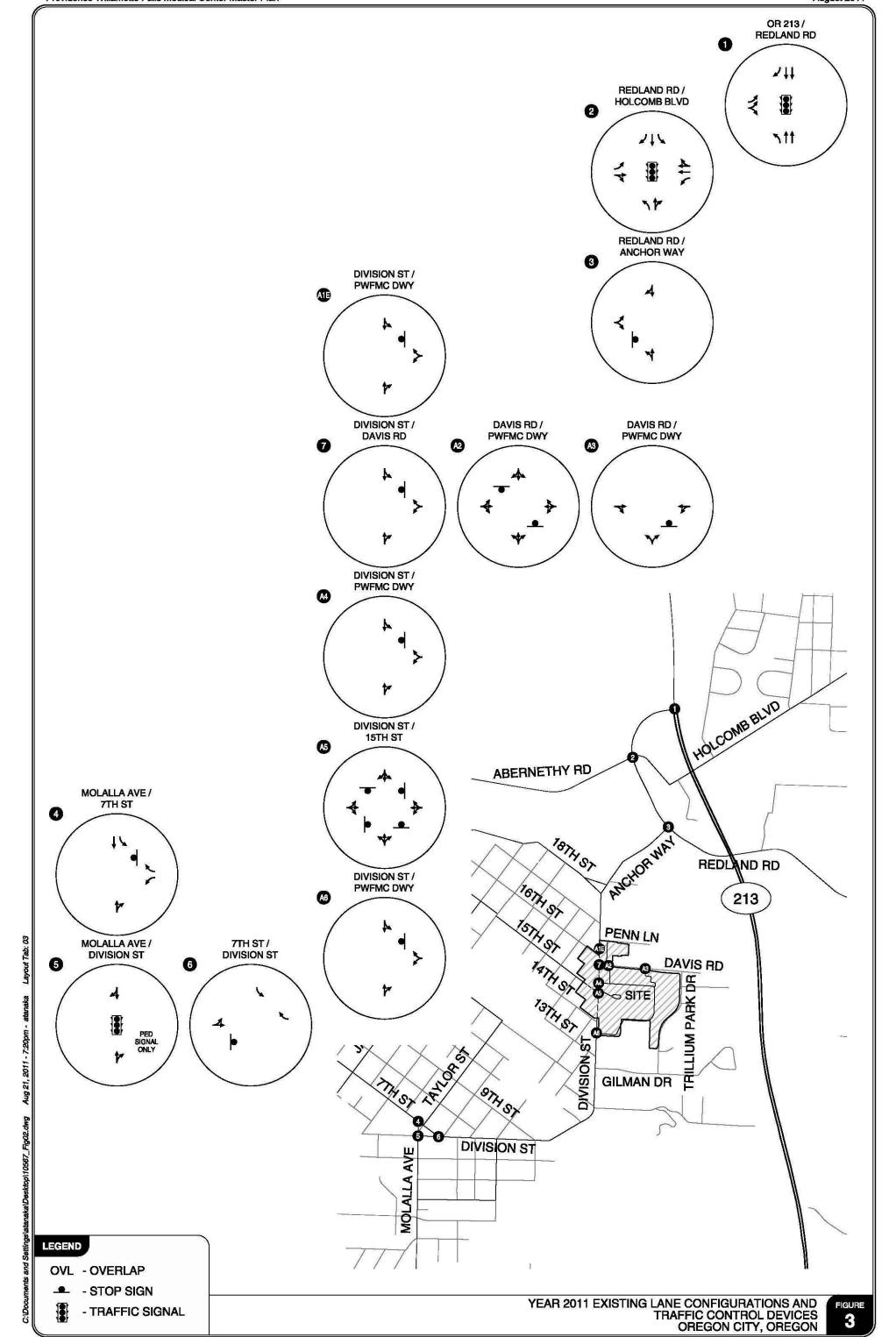


Table 1 Existing Transportation Facilities

Roadway	Classification	Number of Lanes	Posted Speed (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking	Transit Route
Cascade Highway (OR 213)	Expressway	4 - 5	45	No	Yes	No	No
Redland Road	Minor Arterial	2 - 5	45	Partial ¹	Yes	No	No
Holcomb Boulevard	Minor Arterial	2 - 4	40	Yes	Yes	No	Yes
Anchor Way	Minor Arterial	2	25	Partial ²	Partial ²	No	No
Division Street	Minor Arterial	2	25	Partial ³	Partial ⁴	Partial ⁵	Yes
Penn Lane	Local Street	2	NP ⁶	Yes	No	Yes	No
Davis Road	Local Street	2	NP ⁶	Yes	No	Yes	No
15 th Street	Collector	2	25	Yes	No	Yes	No
7 th Street	Minor Arterial	2	25	Yes	No	Yes	Yes
Molalla Avenue	Major Arterial	2 - 3	25	Yes	Yes	No	Yes

¹ Sidewalks are provided along Redland Road to the south of Holcomb Boulevard-Abernethy Road.

PEDESTRIAN AND BICYCLE FACILITIES

The PWFMC campus and surrounding neighborhood are generally well served by a grid network of streets and sidewalks today. Sidewalks are available adjacent to the campus on both Division Street and Davis Road, as well as along the major connecting roadways near the campus, including Molalla Avenue, 7th Street, and 15th Street. Additional sidewalk connectivity is planned in the vicinity of the PWFMC campus, as identified in the City of Oregon City TSP. The need for new sidewalks has been identified for Division Street, Anchor Way, Redland Road, Holcomb Boulevard-Abernethy Road, 15th Street, and Molalla Avenue.

Bicycle lanes are currently provided on Division Street between 13th Street and 15th Street and along some of the major surrounding roadways, including Redland Road and Molalla Avenue. According to the TSP, bicycle lane improvements are needed on Division Street, 15th Street, Cascade Highway (OR 213), Anchor Way, Holcomb Boulevard- Abernethy Road, 7th Street, and Molalla Avenue.

Bicycle parking counts were conducted once per day on the PWFMC campus around 11:00 a.m. from Monday, July 18, 2011, through Thursday, July 21, 2011. The results are summarized in Table 2. The bicycle counts revealed that, on average, there are two bicycles parked in the designated bicycle racks per day. There may be additional bicycles parked elsewhere on campus, as PWFMC staff could take their bicycles in to their offices.

² Sidewalks and bicycle lanes are provided along Anchor Way west of Redland Road (for approximately 250 feet only).

³Sidewalks are provided along Division Street to the south of 16th Street.

⁴Bicycle lanes are provided along Division Street between 13th Street and 15th Street.

⁵On-street parking is available along Division Street to the west of 9th Street and between 16th Street and Gilman Drive.

⁶Not posted; assumed to be 25 miles per hour.

Table 2 PWFMC Campus Bicycle Count

Day	Number of Bicycles Parked in Designated Bicycle Racks
Monday, July 18, 2011	0
Tuesday, July 19, 2011	2
Wednesday, July 20, 2011	2
Thursday, July 21, 2011	3

TRANSIT FACILITIES

Two fixed-route bus stops are located within one block of the main entrance of the PWFMC campus on Division Street; a total of four stops are located within one block of the overall PWFMC campus. Service to these stops is provided by TriMet Bus Route 32. Route 32 provides service between Clackamas Community College, Oregon City, Gladstone, and Milwaukie. As of August 2011, the bus operates Monday through Friday between 5:30 a.m. and 7:30 p.m. on 30-minute headways, Saturdays between 9:30 a.m. and 5:30 p.m. on 60-minute headways, and does not offer service on Sundays. The Oregon City Transit Center provides connections to several additional bus routes and services. Other bus service in the area of the PWFMC campus is provided by TriMet Bus Routes 33, 34, and 99 (Reference 2).

Existing Campus Mode Split

The Employee Commute Options (ECO) Program is mandated by the Department of Environmental Quality (DEQ). The program requires employers with more than 100 employees to provide commute options that will reduce the number of work-commute trips made by car in Portland and the surrounding area. The ECO Program is part of the Portland-Vancouver Air Plan to meet federal health-based ozone standards (Reference 3).

Per the 2011 Employee Commute Options (ECO) survey, the existing employee mode split for the PWFMC campus is as follows:

- 88 percent single-occupancy-vehicle travel (drive-alone)
- 4 percent carpool
- 3 percent bus
- 1 percent bike
- 1 percent walk
- 0 percent telecommute
- 3 percent compressed work week

The 2011 results show a decrease in the drive-alone mode split from the July 2010 survey, which showed a rate of 89 percent. Since the baseline ECO survey was conducted in August 1997, there

has been a seven-percent reduction in drive-alone trips. PWFMC's efforts to reduce the drive-alone rate will continue to lessen both parking and traffic impacts associated with the campus over time.

Traffic Volumes and Peak Hour Operations

Peak period vehicular, pedestrian, and bicycle counts were collected on June 2, 2011, at the study intersections and PWFMC accesses.

ODOT requires that a seasonal factor be applied to traffic volumes on ODOT facilities. Seasonal factors adjust traffic counts based on trends seen during the peak month of the year. Because the traffic counts for this study were taken in June, a seasonal factor of 1.01 was applied to the volumes on OR 213 at the OR 213/Redland Road intersection.

Figure 4 and Figure 5 provide a summary of the existing turning-movement counts during the weekday a.m. and p.m. peak hours, respectively. *Appendix "A" contains the traffic counts used in this study*.

The PWFMC campus currently generates 339 trips during the a.m. peak hour and 356 trips during the p.m. peak hour, as shown in Table 3.

Table 3 Measured Trip Generation for PWFMC Based on Traffic Counts

Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
In	Out	Total	In	Out	Total
257 (76%)	82 (24%)	339	89 (25%)	267 (75%)	356

CURRENT LEVELS OF SERVICE

Level-of-service (LOS) analyses described in this report were performed in accordance with the procedures stated in the 2000 Highway Capacity Manual (Reference 4). All intersection level-of-service evaluations used the peak 15-minute flow rate during the peak hour. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. A description of level of service and the criteria by which it is determined is presented in Appendix "B."

Per the City of Oregon City Guidelines for Transportation Impact Analyses (Reference 5):

- The minimum acceptable LOS is defined as follows for signalized intersections located outside the Regional Center boundaries:
 - o LOS "D" or better for the intersection as a whole *and n*o approach operating at worse than LOS "E" *and* a volume-to-capacity (v/c) ratio not higher than 1.0 for the sum of the critical movements.
- For signalized intersections within the Regional Center boundaries, the following minimum LOS standards will be allowed:
 - o LOS "D" can be exceeded during the a.m. and p.m. peak hour; however, during the second hour of each two-hour peak period, LOS "D" or better will be required for



the intersection as a whole *and* no approach operating at worse than LOS "E" *and* a v/c ratio not higher than 1.0 for the sum of the critical movements.

- Oregon City's minimum acceptable LOS is defined as follows for unsignalized intersections throughout the City:
 - o LOS "E" or better for the poorest operating approach *and* with no movement serving more than 20 peak hour vehicles operating at worse than LOS "E." In other words, LOS "F" will be tolerated for minor movements during a peak hour.

Operations at the OR 213/Redland Road intersection are governed by ODOT, which operates and maintains the intersection. The v/c mobility standard from the Oregon Highway Plan (OHP, Reference 6) is 1.10 for the first peak hour and 0.99 for the second peak hour.

Figures 4 and 5 summarize the level-of-service analyses for the study intersections. The OR 213/Redland Road intersection currently operates acceptably during the a.m. and p.m. peak periods using ODOT standards. The Redland Road/Holcomb Boulevard-Abernethy Road intersection is located within the Regional Center boundaries, and it currently operates acceptably during the a.m. and p.m. peak periods using City standards.

The signalized study intersections located outside of the Regional Center boundaries and the unsignalized study intersections also operate acceptably during both peak periods. *Appendix "C"* includes the level-of-service worksheets for the existing traffic conditions.



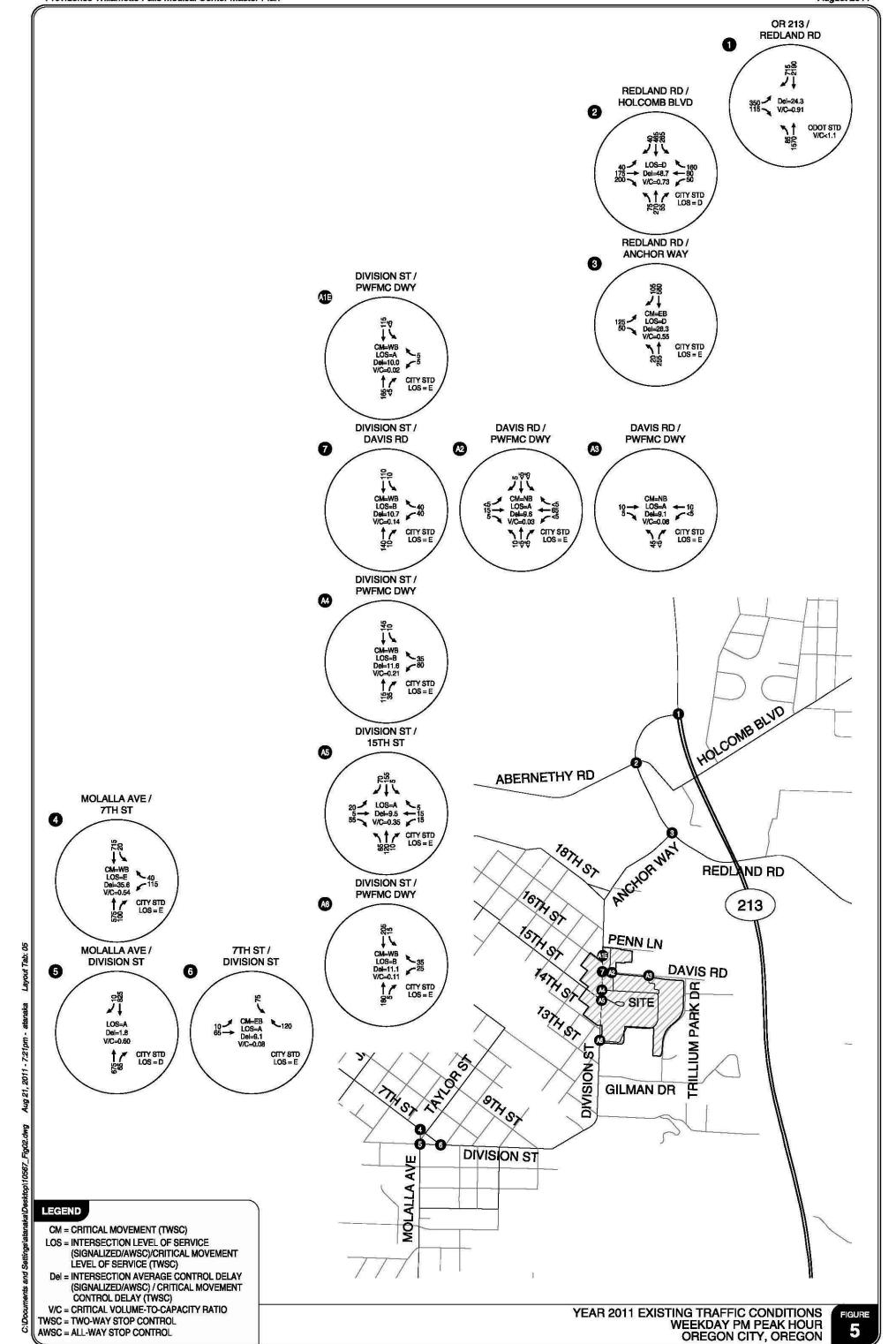
Aug 21, 2011 - 7:20pm -

CONTROL DELAY (TWSC)

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO TWSC = TWO-WAY STOP CONTROL

AWSC = ALL-WAY STOP CONTROL

YEAR 2011 EXISTING TRAFFIC CONDITIONS WEEKDAY AM PEAK HOUR OREGON CITY, OREGON



Safety Analyses

CRASH RECORDS

The crash history of each study intersection was reviewed in an effort to identify potential safety issues. Crash records were obtained from ODOT for the five-year period from January 1, 2005, through December 31, 2009. Table 4 displays the crashes reported at the study intersections and access points during the five-year period. *Appendix "D" contains the crash records obtained from ODOT.*

Table 4 Intersection Crash History (January 1, 2005 – December 31, 2009)

	Collision Type			Severity				Crash	
Intersection	Rear-End	Turning	Angle	Other	PDO ¹	Injury	Fatal	Total	Rate ²
Cascade Hwy (OR 213)/Redland Road	2	6	-	-	4	4	-	8	0.09
Redland Road/Holcomb Boulevard-Abernethy Road	3	-	-	-	2	1	-	3	0.09
Redland Road/Anchor Way	1	4	1	-	4	2	-	6	0.29
Division Street/7 th Street	-	-	-	-	-	-	-	0	0.00
Molalla Avenue/Division Street	-	-	1	1	1	1	-	2	0.07
Molalla Avenue/7 th Street	-	2	2	-	2	2	-	4	0.14
Division Street/Davis Road	-	-	-	-	-	-	-	0	0.00
Access A1E: Division Street/South of Penn Lane	-	-	-	-	-	-	-	0	0.00
Access A2: Davis Road/West Access between Division Street and Trillium Park Drive	-	-	-	-	-	-	-	0	0.00
Access A3: Davis Road/East Access between Division Street and Trillium Park Drive	-	-	-	-	-	-	-	0	0.00
Access A4: Division Street/Between Davis Road and 15 th Street	-	-	-	-	-	-	-	0	0.00
Access A5: Division Street/15 th Street	-	-	-	-	-	-	-	0	0.00
Access A6: Division Street/Between 13 th Street and 14 th Street	-	-	-	-	-	-	-	0	0.00

¹ PDO – Property Damage Only.



² Crash Rate = Crashes per million entering vehicles.

As shown in Table 4, the study intersections and campus access points have experienced relatively low crash rates.

Based on a review of the crash records, six of the eight crashes that occurred at the signalized OR 213/Redland Road intersection were turning crashes. Four of the six turning crashes at that location involved eastbound vehicles turning left, and four of the six crashes occurred during dark conditions. One of the turning crashes involved a bicyclist. ODOT is currently rebuilding this intersection, as will be discussed later in this report.

The majority of crashes reported at the unsignalized Redland Road/Anchor Way intersection involved turning and angle crashes. Three of those turning and angle crashes involved eastbound vehicles turning left from Anchor Way on to Redland Road. The most common cause was cited as vehicles not yielding the right-of-way. However, there are no discernable patterns related to time of day or weather conditions.

While left turns are not permitted at the Molalla Avenue/Division Street intersection, the angle crash involved a right-turning vehicle and a bicyclist. The other crash reported at this location was caused by a vehicle backing up into another vehicle.

Overall, there are no discernable patterns related to time of day or weather conditions at the study area intersections.

DRIVEWAY SIGHT DISTANCE

A sight distance investigation was conducted at the PWFMC accesses and the public roadways across from the campus that intersect Division Street. Table G1 (in "Appendix G") contains information on the available sight distance at each intersection. More detailed information and pictures from each access and roadway are also provided in "Appendix G."

Based on the posted speed limit along Division Street (25 miles per hour), 280 feet of intersection sight distance is required in both directions, in accordance with the AASHTO *Policy on Geometric Design of Highways and Streets* (Reference 7) that is referenced in the City of Oregon City *Guidelines for Transportation Impact Analysis*. Measurements were based on an eye height of 3.5 feet and an object height of 3.5 feet above the road; and were assumed to be 6.5 feet from the near edge of pavement to the front of a stopped vehicle (actual measurements were taken 14.5 feet from the travel edge).

Sight distance is limited by parked vehicles to the south of the following intersections:

- Division Street/Penn Lane;
- Division Street/16th Street;
- Division Street/Davis Road; and
- Division Street/PWFMC Access (at 15th Street).

Sight distance is limited by parked vehicles to the north of the following intersections:

Division Street/Davis Road;



- Division Street/PWFMC Access (Between 15th Street and Davis Road);
- Division Street/14th Street; and
- Division Street/PWFMC Access Road (Between 13th Street and 14th Street).

Sight Distance Recommendations

Sight distance could be improved at these locations by restricting on-street parking along Division Street immediately adjacent to the intersections. In addition to signing and striping options, bulbouts could be constructed to accommodate pedestrians and facilitate sight distance. In particular, bulb-outs at the Division Street/Davis Road, Division Street/15th Street, and Division Street/PWFMC Access Road (between 13th and 14th Street) intersections would improve sight distance compliance.

Even if on-street parking is restricted, sight distance would still be obstructed by a hospital sign to the north of the Division Street/Davis Road intersection. In order to have 280 feet of sight distance at that location, the sign would need to be moved further east.

While PWFMC could adjust on-street parking and the hospital sign, the City or property owners should consider implementing the following additional recommendations. Sight distance is limited by shrubs to the east of the PWFMC West Access located on the north side of Davis Road, and in addition to the shrubs, sight distance is limited by a mailbox and fence at the PWFMC East Access located on the north side of Davis Road. The shrubs should be trimmed and maintained to accommodate the required sight distance at the West Access. Plans for the parking lot located between Penn Lane and Davis Road include restricting the East Access to an inbound-only access, which this analysis confirms would improve sight lines at that location.

Shrubs are also a sight-distance obstruction for eastbound drivers facing to the north and south of the Division Street/14th Street intersection and to the south of the Division Street/PWFMC Access Road (between 13th Street and 14th Street) intersection. The shrubs should be trimmed and maintained to achieve adequate sight distance at those locations.

Existing Conditions Summary

The key findings from the existing conditions analysis are summarized below.

- The PWFMC campus currently produces 339 trips during the a.m. peak hour and 356 trips during the p.m. peak hour.
- The 2011 ECO survey results represent a slight decrease in the drive-alone mode split from the July 2010 survey (a decrease from 89 to 88 percent). PWFMC's efforts to reduce the drive-alone rate are expected to continue to lessen both parking and traffic impacts associated with the campus over time.
- The OR 213/Redland Road intersection operates acceptably during the a.m. and p.m. peak hours under ODOT standards.
- The Redland Road/Holcomb Boulevard-Abernethy Road intersection is located within the Regional Center boundaries, and it operates acceptably during the a.m. and p.m. peak periods, according to City of Oregon City standards.



- All of the signalized study intersections and access points within the Regional Center boundaries and all of the unsignalized intersections and access points meet City operating standards during both the weekday a.m. and p.m. peak hours.
- A review of historical crash records revealed that only five of the study intersections have any reported crashes over the past five years. No safety mitigation needs have been identified based on the crash data alone.
- Several mitigations have been identified that could improve sight distance at the PWFMC accesses and the roadways that intersect Division Street across from the PWFMC campus. PWFMC should move the hospital sign at the intersection of Division Street/Davis Road and restrict on-street parking and consider bulb-outs for the accesses and intersections along Division Street, particularly at the intersections of Division Street/Davis Road, Division Street/15th Street, and Division Street/PWFMC Access Road (between 13th Street and 14th Street). The City and property owners should consider trimming and maintaining shrubs near the roadway.





TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system is forecast to operate in 2021, which is representative of when the proposed campus modifications within the updated Master Plan are likely to be complete. The transportation impacts associated with the updated Master Plan were examined as follows:

- Planned developments and transportation improvements in the site vicinity were identified and reviewed;
- Year 2021 background traffic conditions were analyzed at each of the study intersections during the weekday a.m. and p.m. peak hours;
- Site-generated trips were estimated for the net increase in building square footage proposed under the updated Master Plan;
- A site trip-distribution pattern was developed and the site-generated trips were assigned to the study intersections and access points;
- Year 2021 total traffic conditions were analyzed during both peak periods; and
- On-site circulation issues and access operations were evaluated.

Year 2021 Background Traffic Conditions

The year 2021 background traffic conditions analysis identifies how the study area's transportation system will operate without the additional uses proposed as part of the updated Master Plan. This analysis includes traffic attributed to PWFMC building space that is approved and constructed but not currently used and to general growth in the region.

TRANSPORTATION FACILITIES

Most of the study intersections are expected to have the same lane configurations and traffic control devices in 2021. ODOT is currently constructing improvements on OR 213 that will include widening the eastbound approach at the OR 213/Redland Road intersection to provide two left-turn lanes and a separate right-turn lane with an overlap phase. Figure 6 shows the anticipated 2021 lane configurations and traffic control devices. The future signal timing plan for the reconstructed approach has not been completed on the OR 213 project. The existing signal timing plan was used for the background and future conditions analyses at the OR 213/Redland Road intersection, in order to maintain the existing green time on OR 213.

BACKGROUND GROWTH ASSUMPTIONS

PWFMC previously secured approval for 16,105 square feet of "shelled" space that has been constructed but is not yet in use. For traffic study purposes, the future trips associated with the shelled space were included in the background growth, as shown in Figures E1 and E2 in "Appendix E."

6

- TRAFFIC SIGNAL

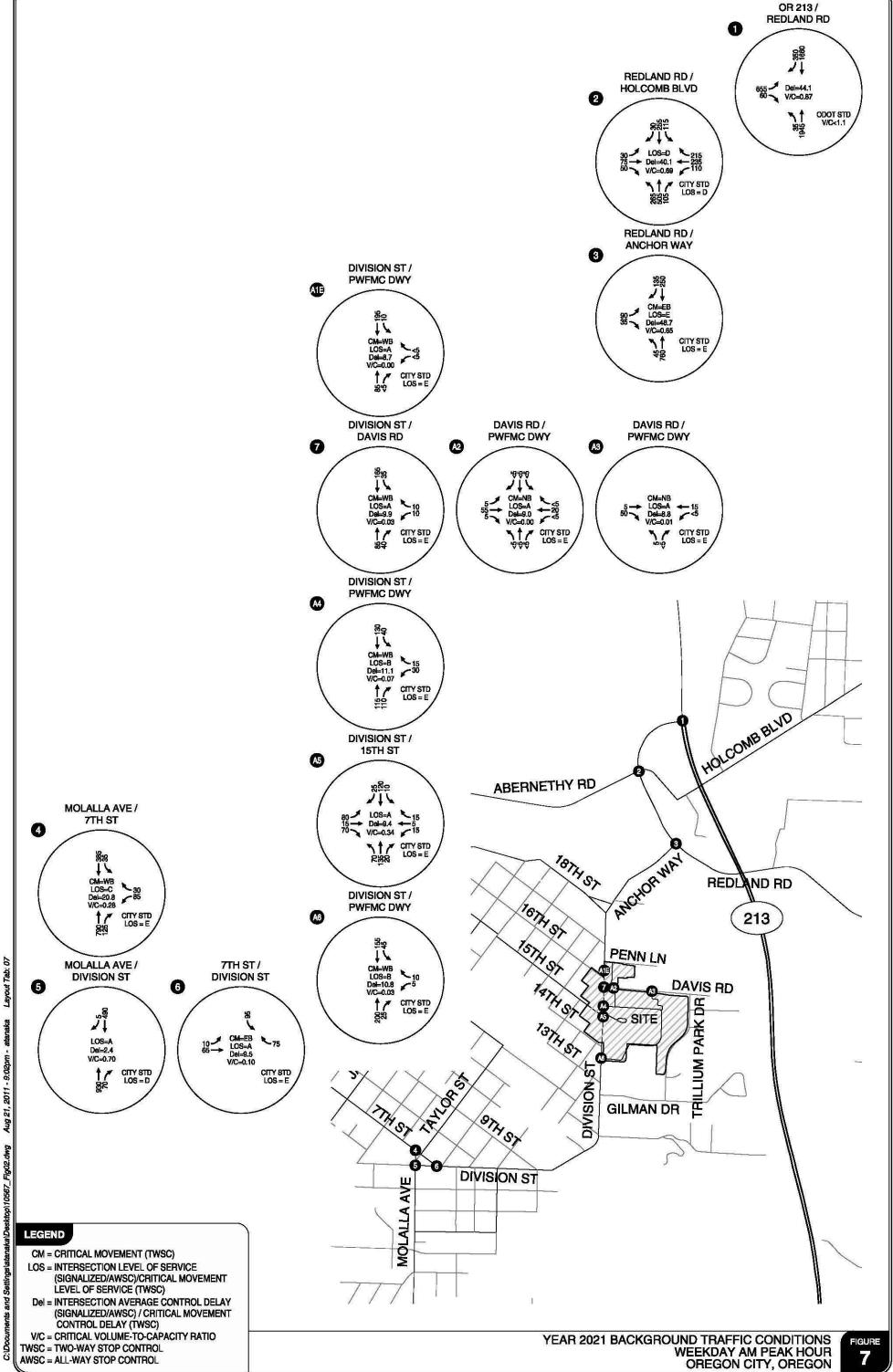
In addition to the inclusion of traffic associated with the shelled PWFMC space, annual growth rates were applied to the existing traffic counts at the study intersections to reflect local and regional growth. The assumed annual growth rates were based on historic patterns and direction from City staff.

Specifically, a 2008 study related to the OR 213/Redland Road intersection applied a 1.37-percent annual growth rate on OR 213 based on the City's *Transportation System Plan*, ODOT's *I-205 Reconnaissance Study* (*June 2006*) (Reference 8), and the *Highway 213 Urban Corridor Design Study* (Reference 9). A two percent annual growth rate was applied on Molalla Avenue because it is a major arterial, while a 1.5 percent annual growth rate was applied to the remaining study area streets because they are minor arterials, collectors, or local streets.

TRAFFIC VOLUMES & LEVEL-OF-SERVICE ANALYSIS

The year 2021 background traffic volumes are illustrated in Figure 7 and Figure 8. These figures also show the corresponding operating standards and the anticipated levels of service at the study intersections and access points in the year 2021. As indicated by the figures, the background traffic analysis determined that most of the study intersections are forecast to continue to operate acceptably, as discussed below.

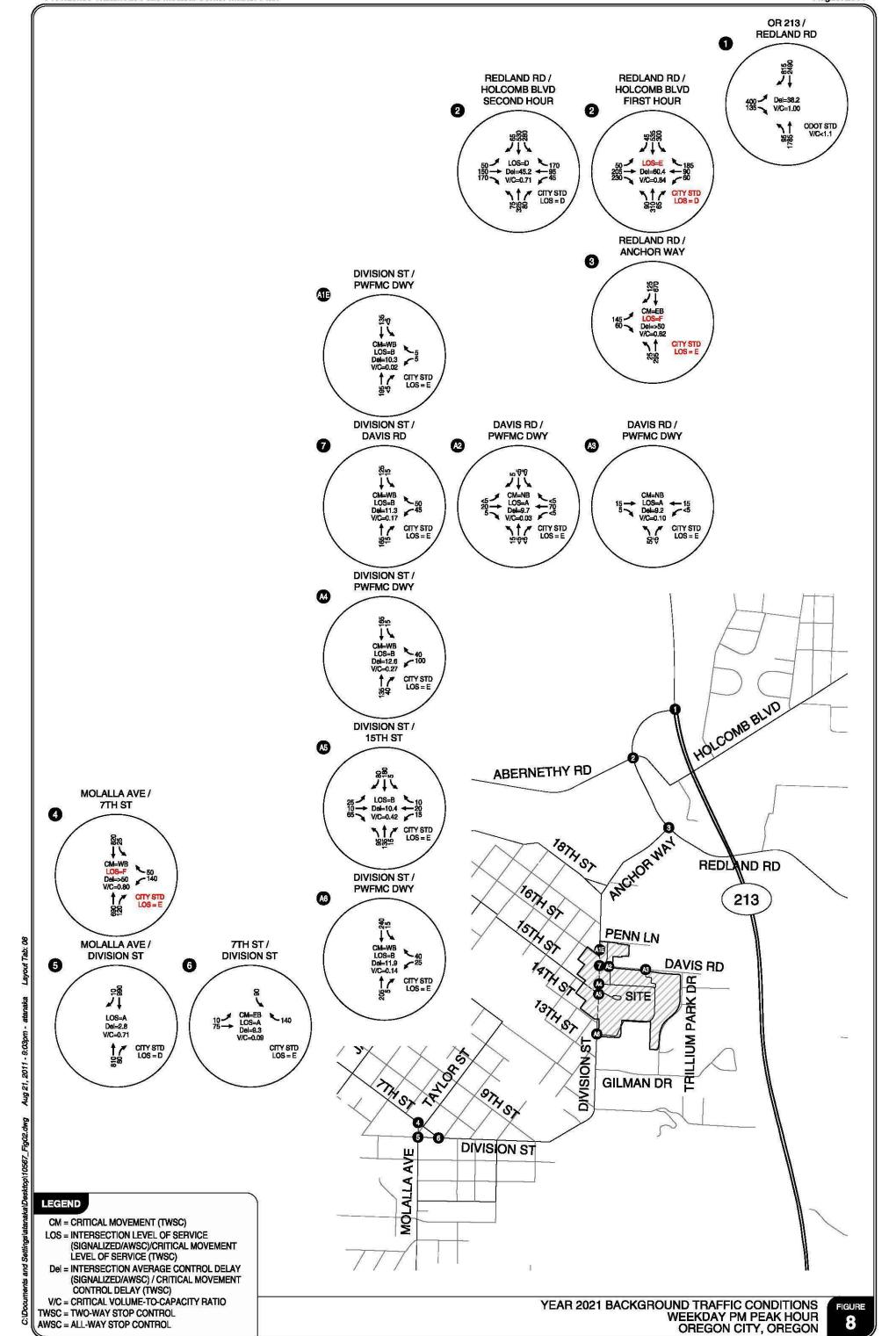
- The Redland Road/Holcomb Boulevard-Abernethy Road intersection operates at LOS E during the p.m. peak hour (which is below City standards for signalized intersections within the Regional Center boundaries). However, during the second hour of the peak period, the Redland Road/Holcomb Boulevard-Abernethy Road intersection operates at LOS D. These operations are within acceptable City standards.
- The Molalla Avenue/7th Street intersection operates at LOS F during the p.m. peak period as a result of the westbound approach. This does not meet City standards. Based on the applied growth rates, the Molalla Avenue/7th Street intersection is anticipated to meet City standards through the year 2016. In 2017, the westbound left at this intersection is anticipated to operate at LOS F with more than 50 seconds of delay.
- The Redland Road/Anchor Way intersection operates at LOS F during the p.m. peak hour as a result of the eastbound approach. These operations also do not meet City standards. Based on the applied growth rates, the Redland Road/Anchor Way intersection is anticipated to meet City standards through the year 2017. In 2018, the northbound left at this intersection is anticipated to operate at LOS F with more than 50 seconds of delay.
- The operations of the remaining intersections and access points meet the applicable standards through the year 2021. Appendix "E" contains the year 2021 background traffic level-of-service worksheets.



KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING / PLANNING

TWSC = TWO-WAY STOP CONTROL AWSC = ALL-WAY STOP CONTROL

8



AWSC = ALL-WAY STOP CONTROL

Trip Generation

Recent studies conducted at other hospital campuses in the Metro area have shown that it is most appropriate to identify a hospital campus trip rate, rather than trying to separate out the trip generation by use. These studies have shown that there is a synergy and efficiency that is gained by a hospital campus between the main hospital, medical office buildings (MOBs), and ancillary uses. In addition, we have also identified that the trip rates for Portland area hospital campuses are lower than what may be predicted by the Institute of Transportation Engineer's (ITE) *Trip Generation* (Reference 10) given the relatively high rate of non-single occupancy vehicle use at these campuses. Highlights of these representative studies are summarized below.

LOCAL HOSPITAL MASTER PLAN TRIP GENERATION

As part of the St Vincent's Master Plan recently approved by Washington County, a combined rate of 0.97 trips per 1,000 square feet of campus space was measured and approved for the weekday a.m. peak hour and a combined rate of 0.92 trips per 1,000 square feet was measured and approved for the weekday p.m. peak hour based on 2008 traffic count data. According to the 2007 Employee Commute Option survey, 74 percent of all employees surveyed traveled via a single-occupancy vehicle to the St. Vincent's campus.

In 2001, a Providence Portland Medical Center (PPMC) campus rate of 1.24 trips per 1,000 square feet of campus space was measured and approved for the weekday a.m. peak hour and a rate of 1.04 trips per 1,000 square feet of campus space was measured and approved for the weekday p.m. peak hour. Since 2001, the drive-alone rate at PPMC has decreased from 79 percent to 67 percent, according to TriMet's ECO survey. Most recently, a combined PPMC campus rate of 0.78 trips per 1,000 square feet of campus space was measured during the weekday a.m. peak hour and a rate of 0.75 trips per 1,000 square feet of campus space was measured during the weekday p.m. peak hour using traffic counts from 2010. The lower trip rates most likely reflect the success of the ECO program on the PPMC campus.

PROPOSED PWFMC TRIP GENERATION ASSUMPTIONS

The existing conditions traffic counts conducted at all access points into the hospital campus were used to determine the current campus trip rate for the PWFMC campus. The total number of vehicles observed at the campus driveways was divided by the total square-footage of the campus (total vehicles/335,076 square-feet) to develop a campus trip generation rate for PWFMC. Table 5 summarizes the measured trip generation rates for the PWFMC campus during the weekday a.m. and p.m. peak hours.



Table 5 Measured Trip Generation Rates for PWFMC Based on Traffic Counts

Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips				
In	Out	Total	Rate (Trips Per 1,000 Square Feet)	In	Out	Total	Rate (Trips Per 1,000 Square Feet)
257 (76%)	82 (24%)	339	1.01	89 (25%)	267 (75%)	356	1.06

The trip rates in Table 5 are representative of the proposed hospital development that includes the MOBs and expansions to the existing Hospital. The central utility plant (CUP) will operate differently than the rest of the PWFMC campus because it will used to house heating, cooling, and other building electrical equipment supporting the campus. A different trip generation rate is proposed for the CUP, as discussed in the following sections.

MASTER PLAN PROPOSAL

Currently, PWFMC is proposing a net addition of 104,000 square feet of additional campus space as part of the Master Plan. This addition accounts for two additional MOBs, expansions to the existing hospital building, and a CUP. While the trip rates in Table 5 are recommended for the 84,000 square feet of MOBs and expansions to the Hospital building, ITE *Trip Generation* rates are recommended for the 20,000 square feet of CUP.

The Central Utility Plant is an ancillary use to the campus that will not generate trips nor new staff. However to remain conservative, trip generation for the CUP building space was estimated using the high-cube warehouse land use in ITE. Table 6 contains a summary of the Master Plan proposal, and Table 7 shows the resulting trip generation for the proposed campus using both the PWFMC and ITE trip generation rates.

Table 6 Summary of Master Plan Proposal

	Size (Square Feet)
Total Existing Campus	335,076
Total In-Process (Used in Background Traffic Conditions)	
Uses Approved but Not Yet Constructed	0
Shelled Space in the Hospital Building	16,105
Total	16,105
Proposed Expansion	
MOBs and Hospital Expansions	84,000
Central Utility Plant	20,000
Total	104,000
Total Space at Build Out	455,181

Table 7 Estimated Trip Generation

	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			
Use	(Square Feet)	In	Out	Total	In	Out	Total	
PWFMC MOBs and Hospital Expansions	84,000	65	20	85	22	67	89	
Central Utility Plant	20,000	1	1	2	1	1	2	
Total Proposed Campus	104,000	66	21	87	23	68	91	

The paving of the parking lot adjacent to Penn Lane is not anticipated to generate any new trips to the campus.

Trip Distribution

The trip distribution of site-generated trips was based on the existing 2011 traffic counts. Figure 9 illustrates the estimated trip distribution pattern for PWFMC. A majority of the site-generated traffic is anticipated to travel to and from War Veterans Memorial Parkway (I-205), Cascade Highway (OR 213), McLoughlin Boulevard (99E), and Molalla Avenue.

Figure 10 and Figure 11 show the distribution of site-generated traffic during the a.m. and p.m. peak hours respectively.

OREGON CITY, OREGON

SITE-GENERATED TRAFFIC WEEKDAY AM PEAK HOUR OREGON CITY, OREGON

FIGURE 10

SITE-GENERATED TRAFFIC WEEKDAY PM PEAK HOUR OREGON CITY, OREGON

FIGURE 11

Year 2021 Total Traffic Conditions

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the traffic generated by the Master Plan uses. The 2021 analysis reflects the background traffic and net new campus-generated traffic. The resultant traffic volumes during the weekday a.m. and p.m. peak hour are shown in Figure 12 and Figure 13. These figures also identify the projected operations at each of the study intersections and the corresponding standard.

Comparing the 2021 background and total traffic conditions, the Master Plan does not cause any of the intersections to not meet applicable standards. The two study intersections that were not meeting the adopted operating standards under background conditions also do not meet standards under total traffic conditions, as shown in Table 8.

	Scenario & Time	Operations				
Intersection	Period	LOS	v/c	LOS Standard		
#3: Redland Road/Anchor Way	Background PM Peak	F	0.82	E		
	Future AM Peak	F	0.72	E		
	Future PM Peak	F	0.93	E		
#4: Molalla Avenue/7 th Street	Background PM Peak	F	0.80	E		
	Future PM Peak	F	0.90	E		

Table 8 Intersections Not Meeting City Standards

Similar to background conditions, the Redland Road/Holcomb Boulevard-Abernethy Road intersection operates at LOS E during the p.m. peak hour but at LOS D during the second hour of the peak period (which puts the intersection within City standards for signalized intersections within the Regional Center boundaries).

As discussed in the previous section, the Molalla Avenue/7th Street intersection is anticipated to operate acceptably for the next five years, whereas the Redland Road/Anchor Way intersection is anticipated to operate acceptably for the next six years with increases in background growth. Based on estimated traffic volumes, the following improvements would be needed to meet City standards at these intersections:

- Molalla Avenue/7th Street: The City has been evaluating the potential for a roundabout at this location. With a roundabout in-place, this intersection would meet City standards at full build-out of the Master Plan.
- Redland Road/Anchor Way: This intersection is anticipated to warrant a traffic signal within the next six years. This improvement has been identified in the Oregon City TSP.
 With a signal in-place, this intersection would meet standards.

Given that build-out of the Master Plan does not create the need for the improvements, PWFMC should work with the City of Oregon City to contribute a pro rata share of improvements at the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections. The timing of and need for

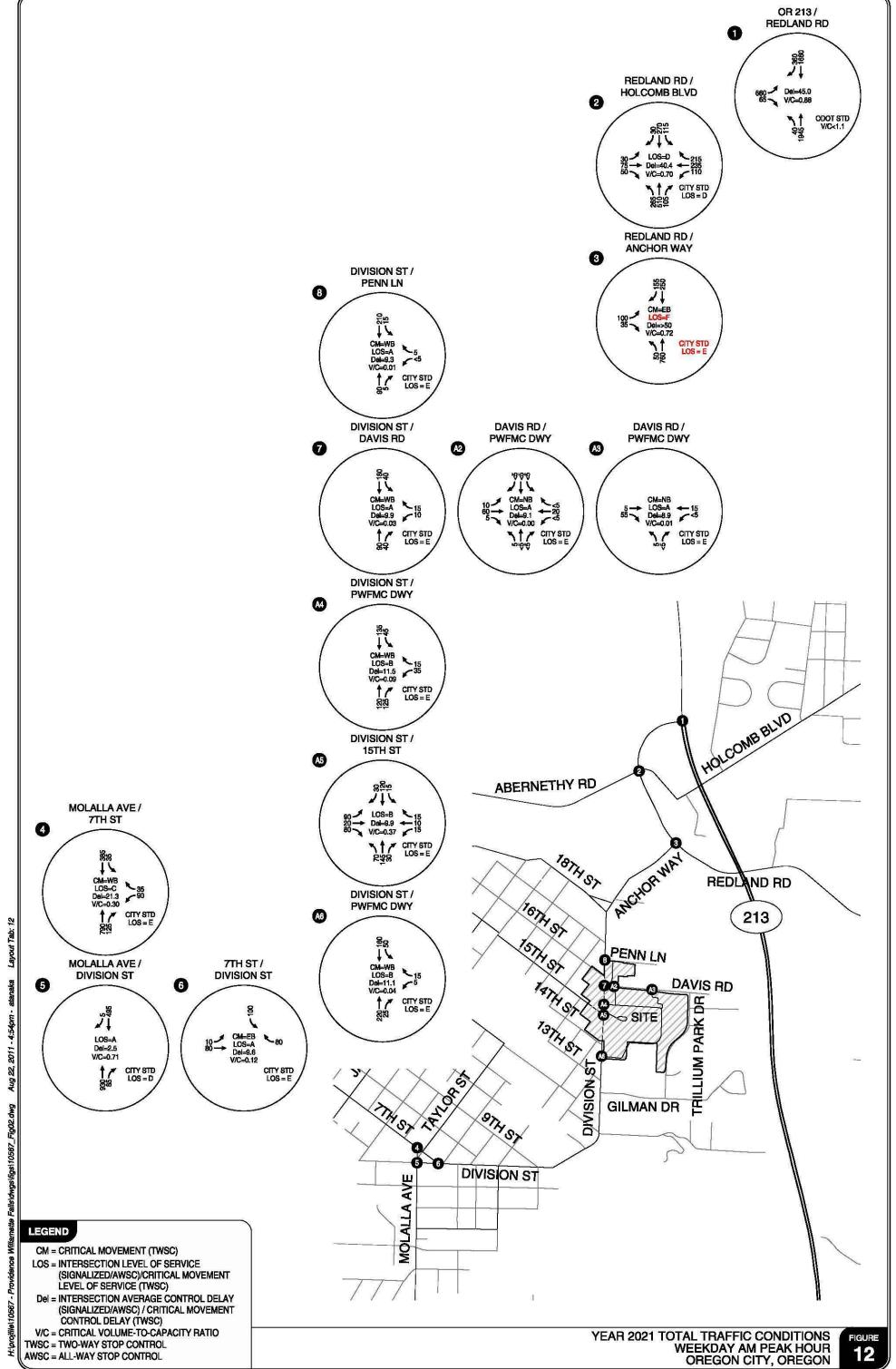


these pro rata share improvements should be determined as part of subsequent DDP submittals. Improvements at these locations are not anticipated to be needed for five to six years, and the timing of expansions to the hospital that are included in the Master Plan have not yet been defined.

- Based on current estimates, build-out of the Master Plan uses would contribute approximately 1.1 percent of the p.m. peak hour traffic volumes in the year 2021 at the Molalla Avenue/7th Street intersection.
- At the Redland Road/Anchor Way intersection, build-out of the Master Plan uses would contribute approximately 2.3 percent of the p.m. peak hour traffic volumes in the year 2021.

Appendix "F" contains the year 2021 total traffic level-of-service worksheets.



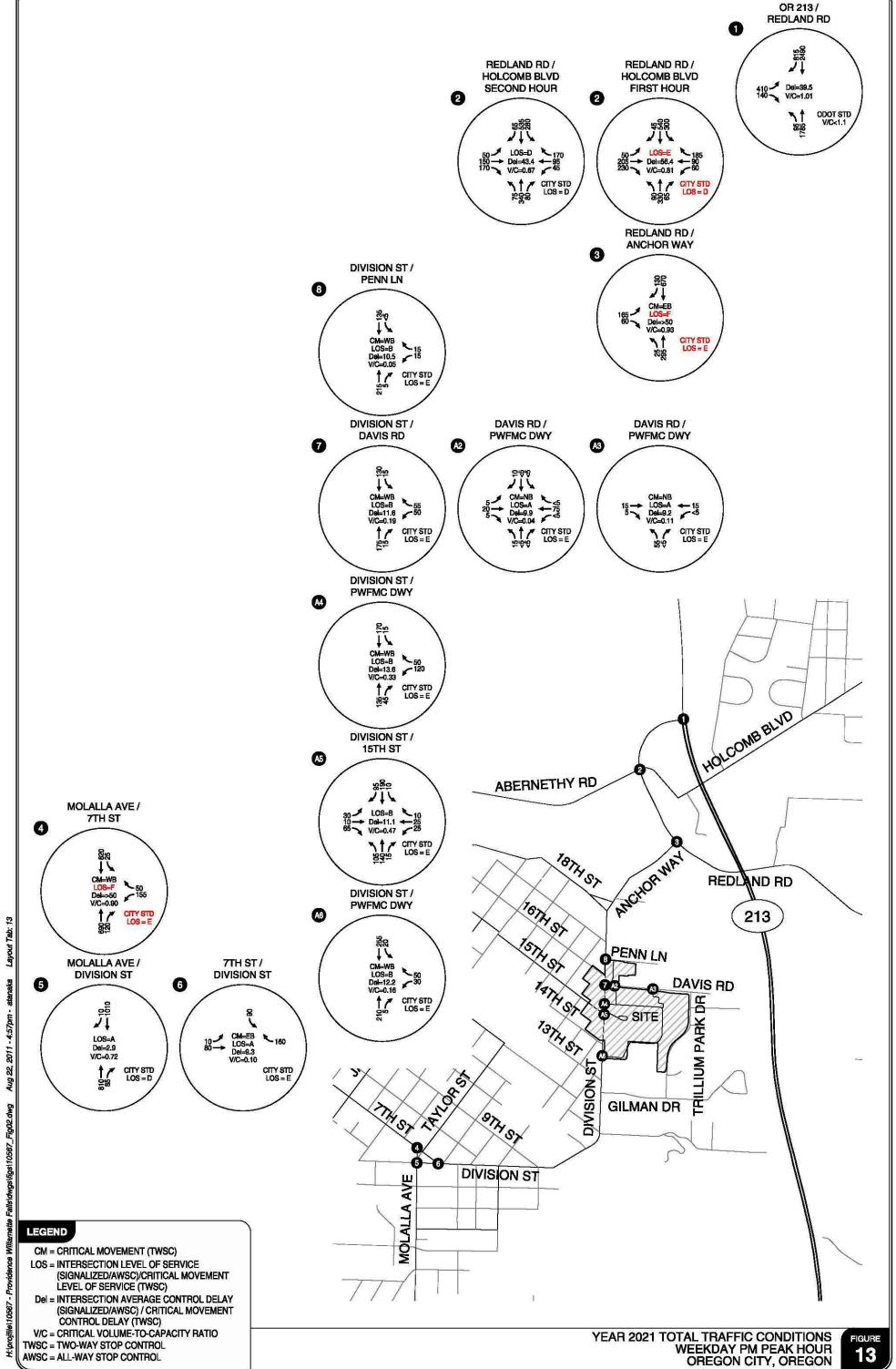


KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING / PLANNING

TWSC = TWO-WAY STOP CONTROL

AWSC = ALL-WAY STOP CONTROL

FIGURE 12



KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING / PLANNING

TWSC = TWO-WAY STOP CONTROL

AWSC = ALL-WAY STOP CONTROL

FIGURE 13

On-Site Circulation and Driveway Operations

Campus circulation was evaluated to ensure that the Master Plan provides for a well-connected pedestrian and bicycle environment and plans for sufficient vehicular traffic to/from and within the campus.

PEDESTRIAN AND BICYCLE ACCESS

The PWFMC campus includes a variety of pedestrian and bicycle access ways within the campus and sidewalks and bicycle lanes along the frontage of the campus. These facilities enable convenient and comfortable options for people walking and biking through or adjacent to the campus, as well as for those walking and biking to/from uses within the campus.

Transportation Impact Analysis Findings

The pertinent findings of the year 2021 transportation impact analyses are summarized below.

- The 104,000 square feet of net building space proposed as part of the Master Plan is estimated to generate 87 weekday a.m. and 91 weekday p.m. peak hour trips, assuming no additional reduction in campus-related drive-alone travel is realized during the next ten years.
- Assuming year 2021 background conditions without an increase in campus-related uses, the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections do not meet City of Oregon City operating standards.
 - o The City has been evaluating the potential for a roundabout at the Molalla Avenue/7th Street intersection. With a roundabout in-place, this intersection would meet City standards at full build-out of the Master Plan
 - o The Redland Road/Anchor Way intersection is anticipated to warrant a traffic signal within the next six years. This improvement has been identified in the Oregon City TSP. With a signal in-place, this intersection would meet standards.
- Assuming year 2021 total build-out conditions, no additional intersections fail under the City of Oregon City operating standards as a result of the increase in PWFMC campusrelated uses.
- PWFMC should work with the City of Oregon City to contribute a pro rata share of improvements at the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections. The timing of and need for these pro rata share improvements should be determined as part of subsequent DDP submittals. Improvements at these locations are not anticipated to be needed for five to six years, and the timing of expansions to the hospital that are included in the Master Plan have not yet been defined.
 - o Based on current estimates, build-out of the Master Plan uses would contribute approximately 1.1 percent of the p.m. peak hour traffic volumes in the year 2021 at the Molalla Avenue/7th Street intersection.

o At the Redland Road/Anchor Way intersection, build-out of the Master Plan uses would contribute approximately 2.3 percent of the p.m. peak hour traffic volumes in the year 2021.

Section 5 Parking Analysis

PARKING ANALYSIS

This section describes the PWFMC parking in-place today as well as the parking planned as part of the Master Plan.

Parking Data Collection Methodology

Parking utilization data was collected at each of the surface and structured parking locations throughout the campus between 6:00 a.m. and 6:00 p.m. on June 2, 2011. The number of vehicles parked in each of the parking locations was recorded on each hour. The study parking lots are listed below with their existing vehicular parking supplies:

- (A) MOB Parking Lot between Penn Lane and Davis Road 66 vehicles
- (B) Medical Plaza 1 Parking Lot 47 vehicles
- (C) Birthing Center Parking Lot 10 vehicles
- (D) Main Hospital Entrance Parking Lot 54 vehicles
- (E) Main Hospital South Parking Lot between 13th Street and 14th Street 25 vehicles
- (F) Outpatient Surgery Parking Lot 128 vehicles
- (G) Medical Plaza 2 Parking Lot 193 vehicles
- (H) Parking Structure 226 vehicles

Figure 14 shows the location of each of the study parking lots on the PWFMC campus. At the time of the study, the total vehicular parking supply was measured at 749 parking spaces.

Daily Parking Demand

Exhibit 1 and Exhibit 2 show the hourly fluctuations in parking utilization based on the June 2011 data (both in terms of number of spaces occupied and percent utilization). As shown, the demand for parking is fairly consistent between 8:00 a.m. and 4:00 p.m. Peak parking demand occurred between 11:00 a.m. and 12:00 p.m. At peak times, approximately up to 78 percent of all parking spaces are utilized. "Appendix H" contains the campus parking utilization data.

For planning purposes, a general rule-of-thumb is that a parking facility's capacity is reached when approximately 85 – 90 percent of the spaces are occupied. The remaining 10 - 15 percent of available spaces provide a buffer for visitors and staff to circulate and conveniently locate a parking space.

KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING / PLANNING

14

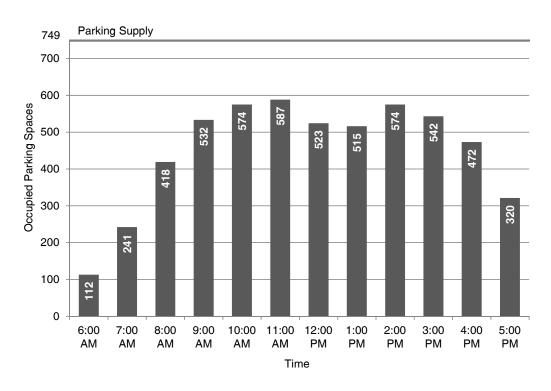


Exhibit 1 Parking Occupancy by Number of Vehicles Parked On Campus

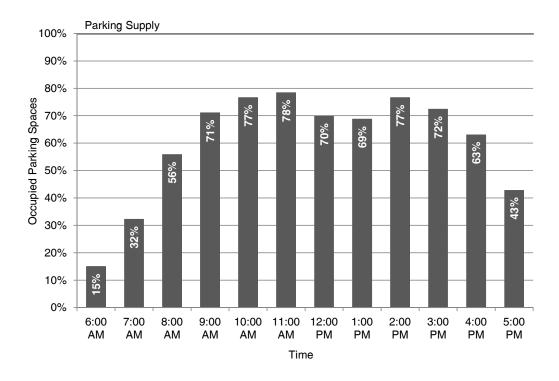


Exhibit 2 Parking Occupancy by Percentage of Parking Spaces Occupied

Peak Parking Demand

Within the PWFMC campus, the existing parking supply and demand ratios (assuming 335,076 square feet of usable space today) are as follows:

- Parking Supply = 2.24 spaces per 1,000 square feet
- Parking Demand = 1.75 spaces per 1,000 square feet

Like the trip generation, the parking ratios were calculated using the total square feet of buildings in operation on the PWFMC campus today, given the synergy between uses.

For campus planning purposes, it is common to apply either an 85 or 90 percent full standard to determine parking supply needed to facilitate build-out of the Master Plan uses. These ratios assume a better overall efficiency in campus parking but do not assume a change in the employee-related mode split occurring today. The resultant parking ratios are shown below:

- 85 percent full = 2.06 spaces required per 1,000 square feet of new building space
- 90 percent full = 1.95 spaces per 1,000 square feet of new building space

Application of the 90 percent full parking ratio for the overall campus at build-out of the Master Plan uses is recommended because this still provides enough "reserve capacity" to minimize the need for unnecessary circling when trying to locate a parking space, ensures there is sufficient parking to accommodate higher than typical demand, and to ensure the most appropriate and efficient use of resources are dedicated to parking.

Future On-Campus Parking Demand

Based on a 90-percent-full ratio and assuming the drive-alone rate for employees remains at 88 percent, the following identifies the number of parking spaces that would be needed to serve the demand, assuming the 16,105 square feet of shelled space is in-use and a net increase of 104,000 square feet of new uses:

EXISTING PARKING SUPPLY/DEMAND

- Existing Campus Parking Need = 653 spaces assuming parking ratio of 1.95 spaces per 1,000 square feet for total campus space (335,076 square feet)
- Existing Campus Supply = 749 spaces
- Existing Campus Surplus = 96 spaces (749 supplied versus 653 needed at 90 percent full)

SHELLED SPACE PARKING SUPPLY/DEMAND

- Parking need for 16,105 square feet of shelled space = 31 spaces
- Net Parking Supply Surplus = 65 spaces (96 surplus spaces minus 31 spaces)

NET NEW SPACE PARKING SUPPLY/DEMAND

- Parking need for 104,000 square feet of net new space = 203 spaces
- Total New Parking Supply Needed = 138 net new spaces on campus (203 spaces minus 65 spaces)

Per the Master Plan, future parking needs will be met through a combination of structured parking and surface parking facilities. Some new parking is planned as part of the new MOBs north of Davis Road and west of Division Street (between 15th Street and 16th Street), but additional parking space should be identified to accommodate the 138 new parking spaces needed on campus. PWFMC should continue to monitor this parking ratio over time to ensure its application remains appropriate. The required parking ratio would be reduced with further reductions in the drive-alone rate.

Existing On-Street Parking Demand

Parking utilization data was also collected along the following street segments surrounding the campus during the 6:00 a.m. to 6:00 p.m. period on June 2, 2011:

- Davis Road between Division Street and Trillium Park Drive
- Gilman Drive between Division Street and Trillium Park Drive
- Division Street between Penn Lane and Gilman Drive
- Trillium Park Drive between Gilman Drive and Davis Road

The parking utilization for the on-street parking ranged from 14 to 27 percent. Exhibit 3 identifies the hourly parking fluctuation in the number of spaces occupied on-street. The 6:00 a.m. time period is used to gauge the non-campus related parking demand within the neighborhood. As shown in the figure, there is very little variation in on-street parking usage during the course of the day, with the exception of Division Street, which is the minor arterial that fronts the PWFMC campus. The on-street parking pattern is reasonable given the easily-accessible parking spaces along Division Street.

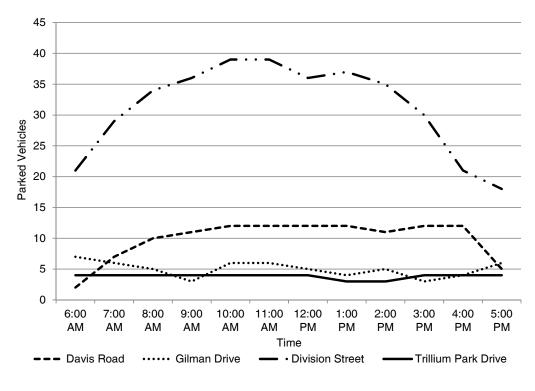
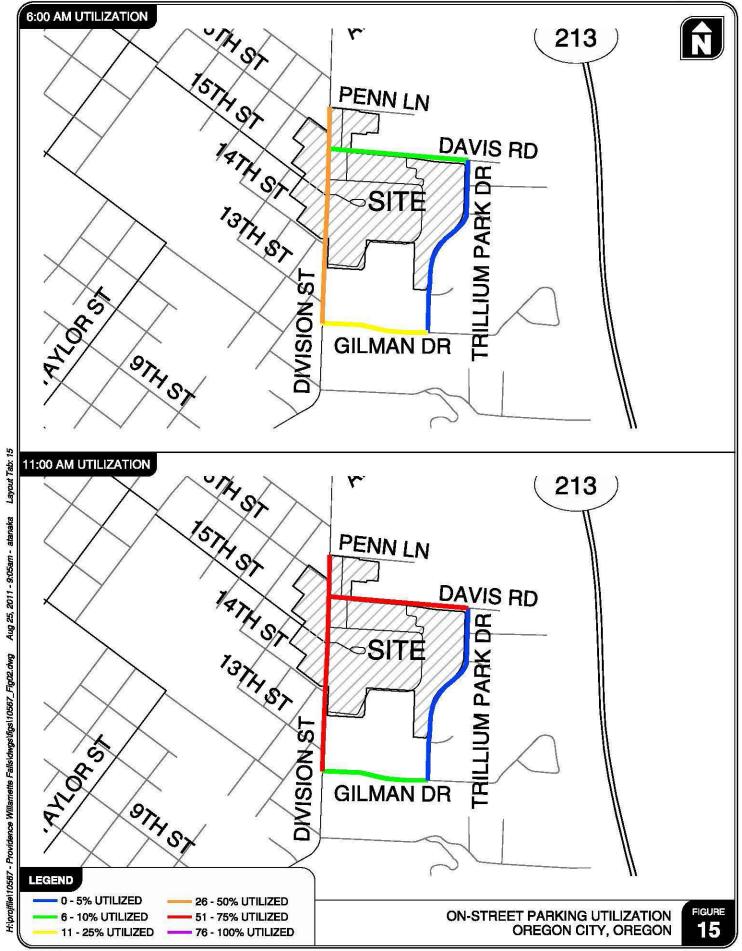


Exhibit 3 On-Street Parking Occupancy

Figure 15 shows the change in parking utilization, by block face, when comparing the 11:00 a.m. to 12:00 p.m. period (when the campus is at its maximum) to the 6:00 a.m. to 7:00 a.m. time period. The data shown in this figure confirms that there are few hospital-related parking occurrences on the neighborhood streets immediately surrounding the campus, with the exception of Division Street.

After reviewing the peak hour videos of the Division Street/15th Street intersection, it appears that there is limited use of the first block of 15th Street (west of Division Street) by hospital staff and visitors. Neighborhood feedback indicated that hospital staff and visitors also frequently park on the first blocks of 14th Street and 16th Street (west of Division Street). PWFMC should continue to monitor this situation and work with the neighborhood to ensure any impacts are mitigated.





Parking Conclusions

The significant findings of the parking analysis are summarized below.

- There is sufficient on-campus parking today to accommodate the existing peak daily demand. During the highest hour of parking utilization, 78 percent of the spaces are full within the existing Master Plan boundaries. This level of utilization still provides sufficient opportunities for patients and visitors to easily and efficiently find a parking space without unnecessary circulating through the garages or parking lots.
- The Master Plan includes some additional parking on the west side of Division Street, but new parking areas will need to be identified to facilitate the new development. Based on a ratio of 1.95 spaces per 1,000 square feet, 138 new spaces would be needed campus-wide at build-out.
- PWFMC should monitor the need for supplying 1.95 spaces per 1,000 square feet of new buildings to ensure that this ratio remains applicable assuming the drive-alone rate to campus continues to decrease over time.
- There is limited use of the first block of 15th Street (west of Division Street) by hospital staff and visitors. Neighborhood feedback indicated that hospital staff and visitors also frequently park on the first blocks of 14th Street and 16th Street (west of Division Street). PWFMC should continue to monitor this situation and work with the neighborhood to ensure any impacts are mitigated.



CONCLUSIONS AND RECOMMENDATIONS

The pertinent findings and recommendations are summarized below.

Findings

EXISTING TRANSPORTATION SYSTEM OPERATIONS AND SAFETY

- Under existing conditions, all study intersections meet operating standards during both the a.m. and p.m. peak hours.
- Only five of the study intersections have any reported crashes over the past five years. No safety mitigation needs have been identified based on the crash data alone.
- Several mitigations have been identified that would improve sight distance at the PWFMC accesses and the roadways that intersect Division Street across from the PWFMC campus. In order to provide adequate sight distance, PWFMC should move the hospital sign at the intersection of Division Street/Davis Road and restrict on-street parking and consider bulbouts for the accesses and intersections along Division Street, particularly at the intersections of Division Street/Davis Road, Division Street/15th Street, and the Division Street/PWFMC Access Road (between 13th Street and 14th Street). The City and property owners should consider trimming and maintaining the shrubs near the roadway.

YEAR 2021 TRANSPORTATION SYSTEM OPERATIONS

- The 104,000 square feet of net building space proposed as part of the Master Plan is estimated to generate 87 weekday a.m. and 91 weekday p.m. peak hour trips, assuming no additional reduction in campus-related drive-alone travel is realized during the next ten years.
- Assuming year 2021 background conditions without an increase in campus-related uses, the
 Redland Road/Anchor Way and Molalla Avenue/7th Street intersections do not meet City of
 Oregon City operating standards. The Molalla Avenue/7th Street intersection is anticipated
 to operate acceptably for the next five years (through the year 2016) whereas the Redland
 Road/Anchor Way intersection is anticipated to operate acceptably for the next six years
 (through the year 2017) with increases in background growth.
- Assuming year 2021 total build-out conditions, the Master Plan does not cause any intersections to not meet City of Oregon City operating standards.
 - o The City has been evaluating the potential for a roundabout at the Molalla Avenue/7th Street intersection. With a roundabout in-place, this intersection would meet City standards at full build-out of the Master Plan.
 - The Redland Road/Anchor Way intersection is anticipated to warrant a traffic signal within the next six years. This improvement has been identified in the Oregon City TSP. With a signal in-place, this intersection would meet standards.

MODE SPLIT AND PARKING

- The 2011 Employee Commute Options (ECO) survey results represent a slight decrease in the drive-alone mode split from the July 2010 survey (a decrease from 89 to 88 percent). PWFMC's efforts to reduce the drive-alone rate will continue to lessen both parking and traffic impacts associated with the campus over time.
- There is sufficient on-campus parking today to accommodate the existing peak daily demand. During the highest hour of parking utilization, approximately 78 percent of the spaces are full within the existing Master Plan boundaries. This level of utilization still provides sufficient opportunities for patients and visitors to easily and efficiently find a parking space without unnecessary circulating through the garages or parking lots.
- Based on the existing parking demand, a campus-wide rate of 1.95 spaces per 1,000 square feet of building space should be supplied on-campus throughout the next ten years. Accounting for an excess of parking today, 138 new spaces would be needed campus-wide upon build-out of the Master Plan uses.
- PWFMC should monitor the need for supplying a campus-wide rate of 1.95 spaces per 1,000 square feet of buildings space to ensure that this ratio remains applicable as the drive-alone rate to campus continues to decrease over time.
- There is limited use of the first block of 15th Street (west of Division Street) by hospital staff and visitors. Neighborhood feedback indicated that hospital staff and visitors also frequently park on the first blocks of 14th Street and 16th Street (west of Division Street). PWFMC should continue to monitor this situation and work with the neighborhood to ensure any impacts are mitigated.

Recommendations

- In order to achieve adequate sight distance at the PWFMC accesses and roadways intersecting Division Street, the hospital sign at the intersection of Division Street/Davis Road should be moved east. Parking restrictions and bulb-outs should also be considered in order to acquire additional sight distance, specifically at the intersections of Division Street/Davis Road, Division Street/15th Street, and the Division Street/PWFMC Access Road (between 13th Street and 14th Street). The City and property owners should consider trimming and maintaining the shrubs near the roadway.
- Based on existing parking demand, 1.95 parking spaces should be provided per 1,000 square
 feet of total building space on-campus. This ratio should be monitored over time to ensure
 its application remains appropriate as the campus experiences further reductions in the
 drive-alone rate. This ratio results in a total campus need of 138 new parking spaces.
- PWFMC should work with the City of Oregon City to contribute a pro rata share of improvements at the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections. The timing of and need for these pro rata share improvements should be determined as part of subsequent DDP submittals. Improvements at these locations are not anticipated to be needed for five to six years, and the timing of expansions to the hospital that are included in the Master Plan have not yet been defined.



- o Based on current estimates, build-out of the Master Plan uses would contribute approximately 1.1 percent of the p.m. peak hour traffic volumes in the year 2021 at the Molalla Avenue/7th Street intersection.
- At the Redland Road/Anchor Way intersection, build-out of the Master Plan uses would contribute approximately 2.3 percent of the p.m. peak hour traffic volumes in the year 2021.



APPENDIX B

2012 Civil Engineering Narratives



DESIGN MEMORANDUM

DATE: 9/13/11

TO: Josh Kolberg - PKA

FROM: Adam Roth

RE: Providence Willamette Falls Medical Center – Master Plan – Civil Narrative

PROJECT NO.: 311083

The purpose of this memorandum is to provide responses to the applicable civil-related sections in the Master Plan chapter of the Oregon City Municipal Code for the subject project.

Oregon City Municipal Code Section:

17.65.050.A.1

i. Infrastructure facilities and capacity, including the following items.

- (1) Water,
- (2) Sanitary sewer,
- (3) Stormwater management, and
- (4) Easements.

(1) Water

Domestic Water

Existing water mains are located in the streets bounding the Providence Willamette Falls (PWF) Hospital site as well as traversing the site in utility easements. There are 8-inch mains in Trillium Park Drive to the north, Davis Road to the west and Gilman Drive to the east. Division Street to the south contains a 10-inch main in the vicinity of PWF which transitions to a 6-inch main east of the Master Plan boundary near the entrance of the Mountain View nursing home. There are two public water mains running eastwest across the campus in utility easements connecting the mains in Division Street and Trillium Park Drive. The northern of the two is located in the access road between the Medical Plazas and the Birthing Center. It is 6 inches in diameter from Division Street to the southern edge of Medical Plaza 2 where it transitions to 8 inches until it reaches Trillium Park Drive. The southern main runs north in the driveway to the Mountain View Nursing Home, jogs to the northeast between the main hospital building and the nursing home and heads back to the east to Trillium Park Drive. These two mains are connected near the eastern edge of the site with another 8-inch main in a utility easement. A 6 inch water main

was installed in Penn Lane as part of improvements associated with the Children's Center of Clackamas County project. A 10-inch water main exists in 16th Street while a 6-inch main exists in 15th Street.

There is no evidence of capacity issues with the existing water system serving the campus. Pressure testing completed at fire hydrants surrounding the campus resulted in static and residual pressures ranging from 80 to 100 pounds per square inch (psi). Water system pressures and flows will need to be verified during the design of each phase.

Domestic water services to the existing PWF buildings are shown in the Table below.

Existing Building	Domestic Service Size	Main Providing Service
Main Hospital Building	6 inches	Division Street (10 inch)
Medical Plaza 1	3 inches	Davis Road (8 inch)
Medical Plaza 2	3 inches	Division Street (10 inch)
Parking Structure	NA	NA

Table 1 – Existing PWF Domestic Services

Fire Protection

Fire hydrants exist around and within the site and are fed from the public water main network described in the Domestic Water section. Fire protection service to existing building sprinkler systems is also served by the existing water mains. The location of existing fire hydrants is provided in Map C2.0. Table 2 below shows the existing fire protection services for PWF buildings.

Existing Building	Domestic Service Size	Main Providing Service
Main Hospital Building	4 inches 6 inches	Southern main through site (8-inch) Southern main through site (8-inch)
Medical Plaza 1	6 inches	Davis Road (8-inch)
Medical Plaza 2	4 inches	Davis Road (8-inch)
Parking Structure	FDC with 6-inch line from structure	Davis Road (8 inch)

Table 2 – Existing PWF Fire Protection Services

(2) Sanitary Sewer

Separated public sanitary sewer mains exist in the streets adjacent to the PWF site. Sanitary flows from the Medical Plaza 2 building, the parking structure and portions of the main hospital drain to the east to

8-inch mains in Trillium Park Drive, Bean Court and Canyon Court and eventually connect to the existing 18-inch sewer trunk line in the Cascade Highway (213) right-of-way. Medical Plaza 1 and the remainder of the main hospital building drain to the west to 8-inch mains in Division Street and 14th Street respectively. Existing 8-inch mains also exist in both 16th and 15th streets draining to the west. A short extension of 8-inch gravity sewer was installed in Penn Lane with the improvements associated with the Children's Center of Clackamas County project. Force mains from the Children's Center and a residence near the east end of Penn Lane connect to this main. The PWF site area draining to the west was included in the 12th Street Basin of the City of Oregon City Sanitary Sewer Master Plan dated December 2003. For build out conditions in this basin, no future improvements were recommended in the Sanitary Sewer Master Plan. The area draining to the east was not included in this study.

(3) Stormwater Management

According to the City of Oregon City Public Works Stormwater and Grading Design Standards dated December 17, 1999, the site lies within both the Abernethy and Newell drainage basin boundaries.

The majority of the stormwater runoff from the existing PWF site drains via a private system of roof drains, catch basins and conveyance piping to a stormwater detention pond located between Medical Plazas 1 and 2 on the south side of Davis Road. This pond was installed in conjunction with the Medical Plaza 2 project in 2003 and is located in a public easement. The east side of the Division Street right-of-way adjacent to the site as well as approximately 500 feet of Davis Road east of Division Street is also tributary to the pond. The runoff from Division Street is conveyed in a 6-inch public main that connects to a 12-inch main in Davis Street before discharging to the pond. The pond also detains runoff from the paved portion of the Division Street Parking Lot. Stormwater outflow from the pond is routed to the north through a flow control structure to a public 18-inch culvert under Davis Road. The culvert outfalls to an existing tributary of Newell Creek in a water quality resource area (WQRA) on the north side of Davis Road. The City believes this drainage way is then intercepted by another culvert and routed under private property before discharging at the east end of the improved Penn Lane right-of-way.

According to the City's comments in the Pre Application Conference Notes dated July 13, 2011, the pond may be undersized and is discharged in an unapproved pipe across private property before flowing into the tributary of Newell Creek north of Davis Road. The drainage report for the design of the existing detention pond was prepared by Hopper Dennis Jellison dated January 14, 2002. According to the report, the pond was designed using the guidelines set forth in the current City of Oregon City Public Works Stormwater and Grading Design Standards dated December 17, 1999. The report also indicates that the pond and flow control structure was sized to detain runoff from 13.41 acres of public and private property which over-estimates the actual tributary area to the pond. As explained by PWF Facilities personnel recent flooding issues occurring in the area of the pond were due to root intrusion into conveyance piping and were not based on pond sizing. The root intrusion problem has been remedied by Providence and there is no indication that the pond is currently undersized.

Upstream of this pond, water quality is provided for the improvements associated with the Medical Plaza 2 and Parking Structure projects in an underground sand filter located between Davis Road and the building and a water quality manhole.

Runoff from the recent Penn Lane improvements north of Division Street and the gravel portion of the Division Street Parking Lot is conveyed in a new 12-inch diameter storm main to a pond outlet structure at the east end of the right-of-way. The pond outlet discharges into another tributary of Newell Creek within the same WQRA mentioned above. Water quality from the street runoff is provided at the downstream end of the paved improvements in two CONTECH StormFilter Catch Basin devices upstream of the outfall. The storm drainage report for the Penn Lane Improvements prepared by HDJ Design Group dated October 6, 2010 indicates that topographic constraints prohibited the installation of a detention system for the roadway improvements. The report mentions runoff from the proposed Division Street Parking Lot shall be over-detained to account for the un-detained areas of Penn Lane. The Penn Lane improvements project was completed in 2011.

The remainder of the currently developed PWF site drains to the east to two streams in another WQRA east of Trillium Lake Drive. Runoff from portions of the main hospital building's roof as well as from the parking areas in the south and east portions of the site is routed through two separate underground detention tanks with flow control structures. Downstream of the detention systems, 15-inch and 12-inch culverts convey the flows across Trillium Park Drive in public facilities that discharge into the creeks on the east side of the road.

An existing 10-inch main and 6-inch main exist in 16th and 15th Streets respectively just west of Division Street. Division Street generally delineates the top of the drainage conveyance system heading to the west down 16th and 15th Streets. These main lines would be used to convey stormwater runoff from the Phase 3 Medical Office Building Project on the west side of Division Street.

(4) Easements

Existing easements affecting the properties encompassing the Master Plan development area are shown on plan C2.3. Known easements affecting the Master Plan development include storm drainage, sanitary sewer, water and other utilities as well as access and maintenance.

Oregon City Municipal Code Section:

17.65.050.B.1.f

(3) Public facilities impacts (sanitary sewer, water and stormwater management) both within the development boundary and on city-wide systems;

Water

Domestic Water

The PWF Master Plan developments will create additional demand on the City's public water system. The proposed Phase 2 building additions, expansions and remodels will either re-use existing building services or require new services. The Phase 3 new Medical Office Buildings will require new domestic water services from existing public mains. The exact demands and resulting service sizes will be determined during the Detailed Development Plan process for each project. The City indicates in the Pre Application Conference Notes dated July 13, 2011 that a portion of the water system in Division Street has been upgraded but there is more to be completed. City staff has indicated that the intent in the future is to extend the 10-inch main in Division Street from the south edge of PWF property to the 8-inch main in Gilman Drive. Further coordination with City staff has determined that no other public water utility improvements will be required for projects associated with this Master Plan and that these public improvements will be part of a currently unscheduled public works project. Any work on water lines associated with the Master Plan development will be per the current City of Oregon City Public Works Water Standards Manual.

Fire Protection

New fire hydrants will be placed as required for each of the projects associated with this Master Plan. New fire protection service connections will be made and/or relocated as necessary to feed future building sprinkler systems. The final location of the fire hydrants shall be approved by Clackamas County Fire Department and shall be evaluated by the Oregon Fire Code (OFC), Appendix C. Fire flows shall meet the requirements listed under Appendix B of the OFC.

Sanitary Sewer

In general sanitary sewer flows generated from the projects associated with the PWF Master Plan development will either be routed to existing sanitary sewer laterals or require the installation of new sewer laterals connecting to existing public sanitary sewer mains. New or relocated sewer laterals will be designed and installed per the current City of Oregon City Public Works Sanitary Sewer Design Standards. Any existing private sewer laterals affected by the proposed construction will be re-routed as needed.

As mentioned in the analysis of the existing sanitary sewer conditions, the PWF site area draining to the west was included in the 12th Street Basin of the City of Oregon City Sanitary Sewer Master Plan dated

December 2003. For build out conditions in this basin, no future improvements were recommended in the Sanitary Sewer Master Plan. The City has not indicated that specific public sanitary sewer improvements associated with this Master Plan development are required. The City's comments in the Pre Application Conference Notes dated July 13, 2011 indicate that a sanitary sewer master plan update is scheduled to be completed within the next couple of budget years.

Stormwater Management

In general, the strategy for managing stormwater for the projects associated with this Master Plan will include both utilizing existing facilities and installing new facilities. City staff mentioned in the Pre Application meeting that an update to the current drainage standards with a focus on LID design techniques will be released soon. PWF's goal is to implement low impact development (LID) techniques when possible. Stormwater infrastructure will be designed using the most current City of Oregon City Public Works Stormwater and Grading Design Standards at the time of permitting.

The projects associated with Phases 1 and 3 are isolated properties with their own associated stormwater management facilities. Phase 2 projects are located on the main hospital site and will use existing stormwater management facilities when possible. The goal for managing stormwater for all phases is to limit impacts to downstream public stormwater infrastructure and Water Quality Resource Areas (WQRA) including streams, creeks and rivers. Below is a brief discussion on stormwater impacts from each phase.

Phase 1 – Division Street Parking Lot

Stormwater management for this project is shown in the Detailed Development Plan concurrently submitted with this Master Plan. In order to maximize parking space and provide future flexibility when designing the adjacent Phase 3 Medical Office Building, water quality will be provided by proprietary treatment devices and detention is provided in underground tanks. Flows leaving the site will be conveyed to the public 12-inch storm main in Penn Lane before discharging to the tributary of Newell Creek in the existing WQRA. Runoff from the existing paved portion of this site which is currently being detained in the detention pond on the south side of Davis Street will be rerouted to the proposed stormwater management facilities described above. This will relieve the pond of flows from approximately 8,300 square feet of impervious area, thereby providing for a portion of the on-site Phase 2 improvements.

As mentioned in the existing conditions section, Providence encumbrances to over-detain runoff from this parking lot project to account for flow attenuation that was not provided for the recent Penn Lane Improvements. PWF proposes to meet this requirement over the course of the full build out of the Master Plan development using excess capacity created in the existing detention pond or by over-sizing new detention systems required. Because Penn Lane and the Phase 1 and 2 Master Plan areas drain to the same WQRA, the City indicated in the Pre-Application Meeting that the burden of over-detaining the entire Penn Lane Improvements project during the Division Street Parking Lot project is not required.

Phase 2 – Hospital Additions and Remodels

This Phase includes projects that are all located on the main hospital site, the majority of which drain to the existing detention pond. The remainder of the site drains to two underground detention pipe systems in the eastern parking areas. The projects associated with this phase will increase impervious area by approximately 23,540 square feet from existing conditions. PWF plans to utilize the excess capacity in the existing detention pond created during Phase 1 to manage as much of this area as possible. Additional detention facilities may be required as described below if modifications to the other existing, on-site detention facilities are not feasible. Below is a more specific analysis of the individual projects included in Phase 2.

It is anticipated that runoff from the New Front Entry and the Birthplace Expansion projects will be routed to and detained in the existing detention pond.

Runoff from the Central Utility Plant and Outpatient Surgery Expansion projects will be routed to the existing detention tank systems on the east side of the site. The existing flow control structures will be modified and/or additional storage capacity will be added to the tanks to accommodate the increase inflow rates. If these modifications prove infeasible during detailed development design, new detention systems will be proposed per City standards.

The Second Floor Patient Room and Pharmacy Remodel project and the Second Floor Shell Space Tenant Improvements will not increase or replace impervious area and will not be required to provide additional stormwater management facilities.

New stormwater treatment (water quality) facilities will be provided per City standards for all new impervious areas created with each project in this Phase. As mentioned elsewhere, these will be provided in the form of LID techniques wherever feasible.

The City would like to explore possible retrofit options for the downstream conveyance of the existing detention pond. During the design of the first Phase 2 project with area tributary to the pond, additional coordination will be required with the City.

Phase 3 – Medical Office Buildings

In general, new, stand-alone stormwater management facilities will be designed and installed per current City standards for these projects.

APPENDIX C

2015 Transportation Impact Analysis for Zone Change

TRANSPORTATION IMPACT ANALYSIS

Date: July 23, 2015 Project #: 19072

To: Christine McKinley and Russ Reinhard, Providence Health & Services

Josh Kolberg, PKA Architects

Stefanie Slyman, Harper Houf Peterson Righellis Inc.

From: Julia Kuhn, P.E., Conor Semler, AICP, and Elizabeth Gordon

Project: Providence Willamette Falls

Subject: Transportation Impact Analysis for the Proposed Zone Change and Comprehensive Plan

Amendment

Providence Health & Services (herein referred to as "Providence") is proposing a Master Plan Boundary Change for its Willamette Falls Medical Center. At the same time, they are proposing a Comprehensive Plan Amendment and Zone Change for two of the properties within the boundary. These parcels are located to the west of Division Street between 15th Street and 16th Street, and total 22,500 square feet in size. The change in zoning of these properties will enable the provision of off-street parking to support the medical office building contemplated as part of Phase 3 of the Master Plan on the adjacent property. The property in which the medical office building would be constructed is already contained within the existing Master Plan boundary and is zoned appropriately for its use.

Today, these subject parcels are zoned R-6 – Single Family Dwelling District. Providence would like to rezone these parcels to MUE – Mixed Use Employment District. Title 17 of Oregon City's Municipal Code identifies the permitted uses and dimensional standards allowed under each zoning designation. Per Chapter 17.12, R-6 zoning enables the development of single family homes with a minimum lot size of 6,000 square feet. With these provisions, a reasonable worse case development under the R-6 zoning would enable three single family homes to be developed (assuming 22,500 square feet of property and minimum lot size of 6,000 square feet).

Per Chapter 17.31, MUE allows for a variety of office uses, including hospital and medical office building. The minimum floor area ratio is 0.25, which would enable an approximately 6,000 square foot office building. As noted above, Providence would like to use these properties to supply off-street parking for a future medical office building adjacent to Division Street but not for an actual building. However, for the purposes of addressing Oregon's Transportation Planning Rule (TPR), as defined in Oregon Administrative Rule (OAR) 660-012-0060, a traffic analysis is required to demonstrate whether the zone change could result in a significant impact on the transportation system. This memorandum presents the results of the TPR analysis.

The results of this study indicate that the proposed zone change and Comprehensive Plan Amendment are consistent with the requirements of the TPR and applicable Oregon City transportation-related approval criteria. No mitigation measures or changes to the transportation standards are needed to support the proposed zone change and Comprehensive Plan amendment.

Additional details of the study methodology and findings are provided within this report.

SCOPE OF THE REPORT

This report presents the transportation-related impacts associated with the proposed zone change and Comprehensive Plan Amendment and was prepared in accordance with Oregon City's requirements for a traffic impact study and the TPR (OAR 660-012-0060).

The study intersection and scope of work for this project were developed in coordination with City staff. As part of the study, operational analyses were performed at the intersection of 15th Street and Division Street.

This report evaluates the following transportation scenarios:

- Year 2015 existing traffic conditions at the study intersection during the weekday AM and PM peak periods;
- Year 2035 existing zoning traffic conditions at the study intersection during the weekday
 AM and PM peak periods; and,
- Year 2035 proposed zoning traffic conditions at the study intersection during the weekday
 AM and PM peak periods.

EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and the current physical and operational characteristics of the transportation facilities and services within the study area. These conditions will be compared with future conditions later in this report.

SITE CONDITIONS AND ADJACENT LAND USES

The parcels that comprise the site are located to the west of Division Street between 15th Street and 16th Street and are a total 22,500 square feet in size. The site is currently occupied by two single-family residential homes. Adjacent land uses include a mix of residential and medical uses. Figure 1 illustrates the site vicinity.



Providence Willamette Falls

Project #: 19072.0

July 23, 2015

Page 4

TRANSPORTATION FACILITIES

Table 1 summarizes the characteristics of the existing transportation facilities in the study area.

Table 1: Existing Transportation Facilities

Roadway	Functional Classification	Number of Lanes	Posted Speed (mph¹)	Sidewalks	Bicycle Lanes	On-Street Parking
Division Street	Collector	2	25	Partial	No	Yes
15 th Street	Collector	2	25	Yes	No	Yes
16 th Street	Local	2	25	yes	No	Yes

¹mph represents miles per hour

Figure 2 illustrates the existing lane configurations and traffic control devices at the study intersection.

Pedestrian Facilities

Sidewalks are present on both sides of 15th and 16th Streets and are partially complete on Division Street. If the property is redeveloped in the future, sidewalks will be provided along all site frontages consistent with Oregon City street design standards.

Bicycle Facilities

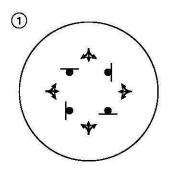
There are no on-street bicycle facilities within the study area. Future site frontage improvements will include bike lanes along 15th Street and Division Street, consistent with Oregon City street design standards.

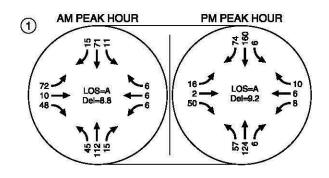
Transit Facilities

Trimet operates Route 32 – Oatfield on Division Street and 16th Street. During the weekday AM and PM peak periods, Bus 32 provides service between Clackamas Community College and Portland City Center. Outside of the weekday AM and PM peak periods, the route runs from Milwaukie City Center to Clackamas Community College. Weekday service runs from 7:00 AM to 7:00 PM. Saturday service runs between Oregon City Transit Center and Clackamas Community College hourly between 10:00 AM and 5:00 PM. Service is not provided on Sundays. The nearest bus stops are located at the 15th Street/Division Street intersection for southbound buses on Division Street and at the 14th Street/Division Street intersection for northbound buses.

TRAFFIC VOLUMES AND PEAK HOUR OPERATIONS

Manual turning movement counts were conducted at the study intersection in June 2015 on a midweek day. Figure 2 provides a summary of the measured year 2015 traffic volumes. Attachment "A" contains the traffic count worksheets used in this study.





LEGEND

- STOP SIGN

LOS = INTERSECTION LEVEL OF SERVICE

Del = INTERSECTION AVERAGE CONTROL DELAY

EXISTING LANE CONFIGURATIONS, TRAFFIC CONTROL **DEVICES AND TRAFFIC OPERATIONS OREGON CITY, OREGON**

FIGURE

Layout Tab: Fig02

H:lproffile\19072 - Providence Williamette Falls\dwgs\19072_Fig tla.dwg

2

Current Levels of Service

All level-of-service analyses described in this report were performed in accordance with the procedures stated in the 2010 *Highway Capacity Manual*. A description of level of service and the criteria by which it is determined is presented in Attachment "B". Attachment "B" also indicates how level of service (LOS) is measured and what is generally considered an acceptable range.

Per Oregon City's Transportation System Plan, the applicable mobility standard for unsignalized intersection operations during the peak hour is:

"All movements serving more than 20 vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than 20 vehicles during the peak hour."

All intersection level-of-service evaluations used the traffic volumes from the AM and PM peak hours, adjusted with a peak hour factor so that the analysis reflects a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. The transportation system will likely operate under conditions better than those described in this report during all other time periods.

Figure 2 summarizes the level-of-service analysis results for the study intersection under existing traffic conditions. As shown, the study intersection currently meets the City's LOS "E" standard during the weekday AM and PM peak hours. Attachment "C" includes the existing traffic conditions level-of-service analysis worksheets.

TRANSPORTATION PLANNING RULE ANALYSIS

Per Oregon Administrative Rule 660-012-0060, also known as the Transportation Planning Rule (TPR), a zone change and Comprehensive Plan amendment must not create an unmitigated *significant effect* on an existing or planned transportation system. If a significant effect is expected to occur, it must be mitigated within the planning horizon. The City of Oregon City Transportation System Plan (TSP) planning horizon is year 2035. Therefore, in order to determine if there is a significant effect, the following analyses were conducted:

- Year 2035 existing zoning traffic conditions (assuming development of the property under the existing zoning and comprehensive plan designations) at the study intersection during the weekday AM and PM peak periods; and,
- Year 2035 proposed zoning traffic conditions (assuming a reasonable worst case development scenario under the proposed zoning and comprehensive plan designations) at the study intersection during the weekday AM and PM peak periods.

LAND USE SCENARIO DEVELOPMENT

As indicated previously, these subject parcels are currently zoned R-6 – Single Family Dwelling District. Providence would like to rezone these parcels to MUE – Mixed Use Employment District.

Existing Zoning and Comprehensive Plan Designation

Title 17 of Oregon City's Municipal Code identifies the permitted uses and dimensional standards allowed under each zoning designation. Per Chapter 17.12, R-6 zoning enables the development of single family homes with a minimum lot size of 6,000 square feet. With these provisions, a reasonable worse case development under the R-6 zoning would enable three single family homes to be developed (assuming 22,500 square feet of property and minimum lot size of 6,000 square feet).

Proposed Zoning and Comprehensive Plan Designation

The proposed MUE zoning allows for a variety of office uses, including hospital and medical office building. The minimum floor area ratio is 0.25, which would enable an approximately 6,000 square foot office building. As noted above, Providence would like to use these properties to supply off-street parking for a future medical office building adjacent to Division Street but not for an actual building. However, for the purposes of addressing the TPR, a traffic analysis is required to demonstrate whether buildout of the property consistent with the proposed zoning would result in a significant effect on the transportation system.

Trip Generation

A trip generation estimate was prepared for the existing and proposed designations based on information provided in the standard reference manual, *Trip Generation*, 9th Edition, published by the Institute of Transportation Engineers. ITE land use code 210 (Single Family Homes) was used to reflect the existing R-6 designation while ITE land use code 720 (Medical Office Building) was used to reflect the proposed MUE designation. Table 2 summarizes the daily, weekday AM, and weekday PM peak hour trips associated with both designations.

Table 2: Trip Generation Comparison

Land Use	ITE Code	Size	Total Daily Trips	Weel	kday AM Peak	Hour	Weekday PM Peak Hour			
				Total Trips	In	Out	Total Trips	In	Out	
Existing Zoning - Single Family Homes	210	3 homes	28	2	1	1	3	2	1	
Proposed Zoning - Medical Office Building	720	6,000 square feet	216	14	11	3	21	6	15	
Proposed Zoning – Existing Zoning			+188	+12	+10	+2	+18	+4	+14	

YEAR 2035 EXISTING ZONING TRAFFIC CONDITIONS

The existing zoning analysis forecasts how the study area's transportation system will operate in 2035 assuming development of the property consistent with the residential zoning and comprehensive plan designations.

Traffic Volumes

The year 2035 traffic volumes were developed by applying a growth rate of 0.5% per year to existing traffic volumes and adding the number of additional trips expected from the approved Master Plan for Providence Willamette Falls Medical Center. In addition, the residential trips shown in Table 2 were added to account for the buildout of the site under the existing zoning.

Given the site fronts on 16th Street and applying a distribution of 30 percent to the south and 70 percent to the northeast/northwest, only 30 percent of the potential site trips would travel through the 15th Street/Division Street intersection under either zoning scenario.

Intersection Operations

As shown in Figure 3, the study intersection is forecast to continue to operate acceptably under the existing zoning scenario. Attachment "D" includes the horizon year 2035 existing zoning traffic conditions level-of-service analysis worksheets.

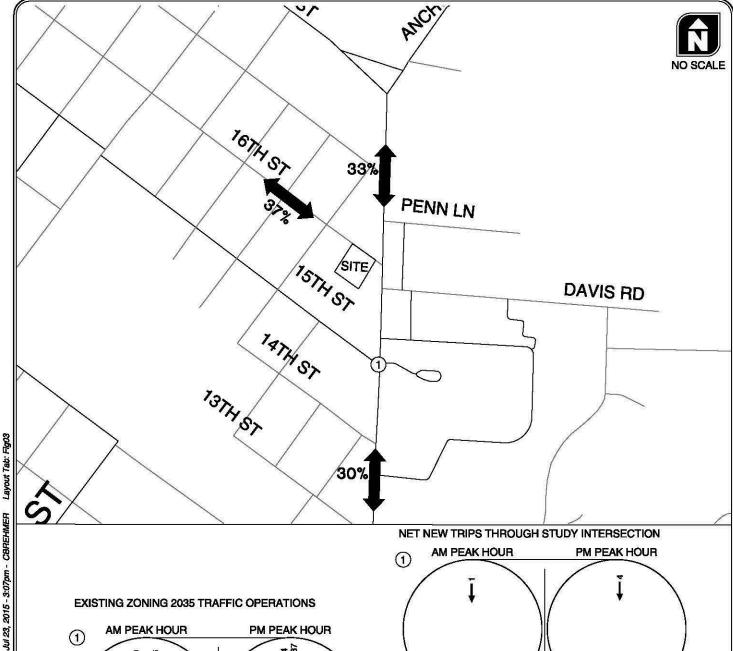
YEAR 2035 PROPOSED ZONING TRAFFIC CONDITIONS

The proposed zoning analysis forecasts how the study intersection will operate assuming a reasonable worst case development under the proposed zone change and Comprehensive Plan Amendment. The medical office building trips shown in Table 2 were distributed onto the study area roadway system based on forecast travel patterns identified in the Providence Willamette Falls Medical Center Master Plan.

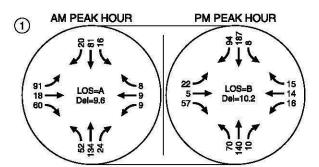
Figure 3 illustrates the future traffic conditions under both the existing and proposed zoning. It illustrates the trip distribution pattern along with the assignment of the proposed zoning trips at the study intersection. The horizon year 2035 existing zoning traffic volumes were added to the net new trips shown to arrive at the year 2035 proposed zoning traffic volumes.

Intersection Operations

As shown in Figure 3, the study intersection is forecast to continue to operate acceptably assuming the buildout of the property consistent with the proposed zone change and Comprehensive Plan amendment. As such, the proposed amendments do not create a significant effect on the transportation system as defined by the TPR. Attachment "E" includes the year 2035 proposed zoning traffic conditions level-of-service analysis worksheets.

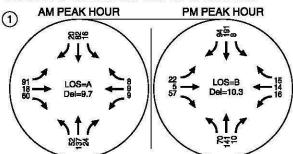


EXISTING ZONING 2035 TRAFFIC OPERATIONS



AM PEAK HOUR PM PEAK HOUR 1

PROPOSED ZONING 2035 TRAFFIC OPERATIONS



LEGEND

TRIP DISTRIBUTION PATTERN LOS = INTERSECTION LEVEL OF SERVICE Del = INTERSECTION AVERAGE CONTROL DELAY

2035 FUTURE TRAFFIC CONDITIONS **UNDER EXISTING AND PROPOSED ZONING OREGON CITY, OREGON**

FIGURE 3

POLICY REVIEW

Approval of the Comprehensive Plan Amendment is dependent on meeting the criteria outlined in the Transportation Planning Rule (TPR). Table 3 summarizes the criteria identified in the TPR and their applicability to the proposed zone change and Comprehensive Plan Amendment.

Table 3: TPR Criteria

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant impact.	Yes
2	Describes measures for complying with Criteria #1 where a significant impact is determined.	No
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility	No
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	No
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood	No
9	Indicates that there is not a significant affect if the proposed zoning is consistent with existing plans	No
10	Defines a multi-modal mixed-use area (MMA) and the requirements that support it.	No
11	Encourages establishment of traded-sector jobs	No

As noted in Table 3, there is one criterion that applies to the proposed zone change and Comprehensive Plan Amendment. The criterion is provided below in italics with our response shown in standard font.

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:
 - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 - (b) Change standards implementing a functional classification system; or
 - (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
 - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: Per the analysis described above, the study intersection is forecast to meet Oregon City's operational standards with and without the proposed zone change and Comprehensive Plan Amendment during the weekday AM and PM peak hours, and therefore there is no significant effect. Further, the proposed zone change is consistent with the existing functional classifications of the adjacent street system and adopted standards; no changes to the standards are required as part of the proposed amendments.

CONCLUSION

The results of this study indicate that the proposed zone change and Comprehensive Plan Amendment are consistent with the requirements of the Transportation Planning Rule and applicable City standards. The key findings of this analysis are summarized below.

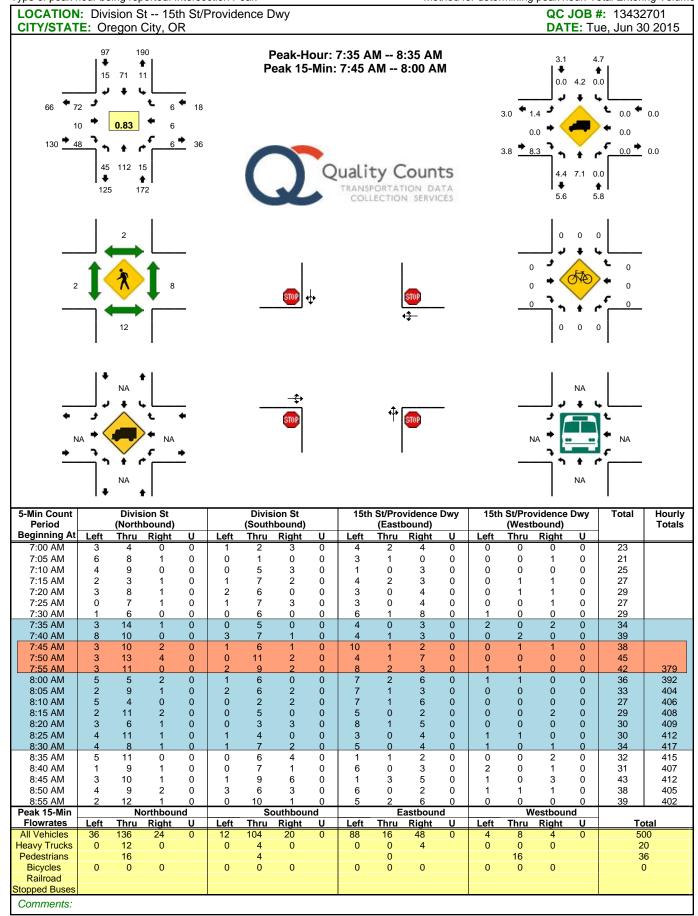
FINDINGS

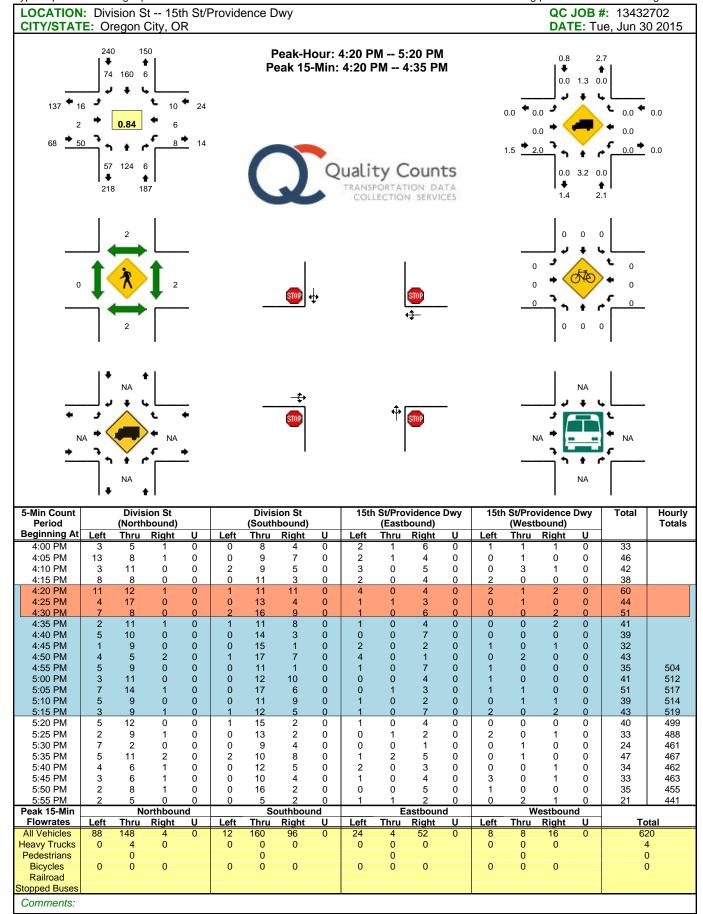
- The study intersection operates acceptably during the weekday AM and PM peak hours under all scenarios analyzed.
- Buildout of the property consistent with the zoning designations could result in a net increase of 188 daily trips, including 12 trips (10 inbound, 2 outbound) during the weekday AM peak hour and 18 trips (4 inbound, 14 outbound) during the weekday PM peak hour.
- The proposed zone change and Comprehensive Plan amendment is not anticipated to result in a significant effect on the transportation system, as defined by Oregon's Transportation Planning Rule.
- No mitigation measures or changes to the transportation standards are needed to support the proposed zone change and Comprehensive Plan amendment.

Please let us know if you need any additional information or have any questions about the analysis presented herein.

ATTACHMENTS

- A. Traffic Counts
- B. Description of Level of Service
- C. Existing Traffic Conditions
- D. Horizon Year 2035 Existing Zoning Traffic Conditions
- E. Horizon Year 2035 Proposed Zoning Traffic Conditions





Attachment B Description of Level-of-Service

DESCRIPTION OF LEVEL-OF-SERVICE

Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F".1

Signalized Intersections

The six level-of-service grades are described qualitatively for signalized intersections in Table B1. Additionally, Table B2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, Level of Service "D" is generally considered to represent the minimum acceptable design standard.

Table B1: Level-of-Service Definitions (Signalized Intersections)

Level of Service	Average Delay per Vehicle
А	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
В	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
С	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

¹ Most of the material in this appendix is adapted from the Transportation Research Board, Highway Capacity Manual, (2000).

Table B2: Level-of-Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
Α	<10.0
В	>10 and [20
С	>20 and [35
D	>35 and [55
E	>55 and [80
F	>80

Unsignalized Intersections

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The 2000 Highway Capacity Manual (HCM) provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table B3. A quantitative definition of level of service for unsignalized intersections is presented in Table B4. Using this definition, Level of Service "E" is generally considered to represent the minimum acceptable design standard.

Table B3: Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
А	 Nearly all drivers find freedom of operation. Very seldom is there more than one vehicle in queue.
В	 Some drivers begin to consider the delay an inconvenience. Occasionally there is more than one vehicle in queue.
С	 Many times there is more than one vehicle in queue. Most drivers feel restricted, but not objectionably so.
D	 Often there is more than one vehicle in queue. Drivers feel quite restricted.
E	 Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. There is almost always more than one vehicle in queue. Drivers find the delays approaching intolerable levels.
F	 Forced flow. Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Table B4: Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
А	<10.0
В	>10.0 and ≤ 15.0
С	>15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	>35.0 and ≤ 50.0
F	>50.0

It should be noted that the level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less galling than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying

acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left-turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level of service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOEs) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left-turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.



	۶	→	•	•	←	•	4	†	<i>></i>	/	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	72	10	48	6	6	6	45	112	15	11	71	15
Future Volume (vph)	72	10	48	6	6	6	45	112	15	11	71	15
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	87	12	58	7	7	7	54	135	18	13	86	18
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	157	21	207	117								
Volume Left (vph)	87	7	54	13								
Volume Right (vph)	58	7	18	18								
Hadj (s)	-0.05	-0.13	0.10	-0.02								
Departure Headway (s)	4.6	4.7	4.6	4.6								
Degree Utilization, x	0.20	0.03	0.26	0.15								
Capacity (veh/h)	721	690	754	743								
Control Delay (s)	8.8	7.9	9.2	8.4								
Approach Delay (s)	8.8	7.9	9.2	8.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			8.8									
Level of Service			Α									
Intersection Capacity Utiliza	ation		35.1%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

Page 1 Synchro 9 Report

	•	→	•	•	←	•	4	†	<i>></i>	\	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	16	2	50	8	6	10	57	124	6	6	160	74
Future Volume (vph)	16	2	50	8	6	10	57	124	6	6	160	74
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	19	2	60	10	7	12	68	148	7	7	190	88
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	81	29	223	285								
Volume Left (vph)	19	10	68	7								
Volume Right (vph)	60	12	7	88								
Hadj (s)	-0.37	-0.18	0.08	-0.17								
Departure Headway (s)	4.7	5.0	4.6	4.3								
Degree Utilization, x	0.11	0.04	0.28	0.34								
Capacity (veh/h)	685	639	761	813								
Control Delay (s)	8.3	8.2	9.3	9.4								
Approach Delay (s)	8.3	8.2	9.3	9.4								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			9.2									
Level of Service			Α									
Intersection Capacity Utiliza	tion		38.1%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

Page 1 Synchro 9 Report

Attachment D Horizon Year 2035 Existing Zoning Traffic Conditions

	۶	→	•	•	←	•	•	†	/	/	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	91	18	60	9	9	8	52	134	24	16	81	20
Future Volume (vph)	91	18	60	9	9	8	52	134	24	16	81	20
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	110	22	72	11	11	10	63	161	29	19	98	24
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	204	32	253	141								
Volume Left (vph)	110	11	63	19								
Volume Right (vph)	72	10	29	24								
Hadj (s)	-0.05	-0.12	0.07	-0.03								
Departure Headway (s)	4.9	5.0	4.8	4.8								
Degree Utilization, x	0.28	0.04	0.33	0.19								
Capacity (veh/h)	687	635	721	700								
Control Delay (s)	9.7	8.3	10.1	8.9								
Approach Delay (s)	9.7	8.3	10.1	8.9								
Approach LOS	Α	Α	В	Α								
Intersection Summary												
Delay			9.6									
Level of Service			Α									
Intersection Capacity Utilizat	tion		40.2%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

Page 1 Synchro 9 Report

	•	→	•	√	+	•	•	†	<i>></i>	\	↓	-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	22	5	57	16	14	15	70	140	10	8	187	94
Future Volume (vph)	22	5	57	16	14	15	70	140	10	8	187	94
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	26	6	68	19	17	18	83	167	12	10	223	112
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	100	54	262	345								
Volume Left (vph)	26	19	83	10								
Volume Right (vph)	68	18	12	112								
Hadj (s)	-0.33	-0.13	0.07	-0.18								
Departure Headway (s)	5.1	5.3	4.8	4.5								
Degree Utilization, x	0.14	0.08	0.35	0.43								
Capacity (veh/h)	629	585	721	774								
Control Delay (s)	8.9	8.8	10.3	10.7								
Approach Delay (s)	8.9	8.8	10.3	10.7								
Approach LOS	Α	Α	В	В								
Intersection Summary												
Delay			10.2									
Level of Service			В									
Intersection Capacity Utilization 43.8%			IC	U Level c	of Service			Α				
Analysis Period (min)			15									

Page 1 Synchro 9 Report

Attachment E Horizon Year 2035 Proposed Zoning Traffic Conditions

	•	→	•	•	←	•	4	†	/	/	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	91	18	60	9	9	8	52	137	24	16	82	20
Future Volume (vph)	91	18	60	9	9	8	52	137	24	16	82	20
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	110	22	72	11	11	10	63	165	29	19	99	24
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	204	32	257	142								
Volume Left (vph)	110	11	63	19								
Volume Right (vph)	72	10	29	24								
Hadj (s)	-0.05	-0.12	0.07	-0.03								
Departure Headway (s)	4.9	5.1	4.8	4.8								
Degree Utilization, x	0.28	0.04	0.34	0.19								
Capacity (veh/h)	685	633	720	699								
Control Delay (s)	9.7	8.3	10.2	8.9								
Approach Delay (s)	9.7	8.3	10.2	8.9								
Approach LOS	Α	Α	В	Α								
Intersection Summary												
Delay			9.7									
Level of Service			Α									
Intersection Capacity Utiliza	ition		40.4%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

Page 1 Synchro 9 Report

	۶	→	•	•	←	•	4	†	/	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	22	5	57	16	14	15	70	141	10	8	191	94
Future Volume (vph)	22	5	57	16	14	15	70	141	10	8	191	94
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	26	6	68	19	17	18	83	168	12	10	227	112
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	100	54	263	349								
Volume Left (vph)	26	19	83	10								
Volume Right (vph)	68	18	12	112								
Hadj (s)	-0.33	-0.13	0.07	-0.18								
Departure Headway (s)	5.1	5.4	4.8	4.5								
Degree Utilization, x	0.14	0.08	0.35	0.43								
Capacity (veh/h)	627	583	720	774								
Control Delay (s)	8.9	8.8	10.3	10.8								
Approach Delay (s)	8.9	8.8	10.3	10.8								
Approach LOS	Α	Α	В	В								
Intersection Summary												
Delay			10.3									
Level of Service			В									
Intersection Capacity Utilization	on		44.1%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

Page 1 Synchro 9 Report

APPENDIX D

2012 Notice of Decision and Condition of Approval



NOTICE OF LAND USE DECISION

DATE OF MAILING OF THE DECISION: March 1, 2012

FILE NO.: CP 11-01: Master Plan

DP 11-03: Detailed Development Plan

NR 11-05: Natural Resource Overlay Exemption

LL 11-07: Lot Line Adjustment

APPLICATION TYPE: Type III

APPLICANT/ Providence Willamette Falls Medical Center

OWNER: C/o Russell Reinhard

1500 Division Street

Oregon City, Oregon 97045

REPRESENTATIVE: Peterson Kolberg & Associates

C/o Steve Kolberg

6969 SW Hampton Street Portland, Oregon 97223

REQUEST: The applicant submitted a Concept (General) Development Plan, Detailed

Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over

the next 10 years and construct a parking lot.

LOCATION: 1500 Division Street, Oregon City, OR 97045

Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400,

2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600

Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201

DECISION: Approval with Conditions.

On February 27, 2012, after reviewing all of the evidence in the record and considering all of the arguments made by the applicant, opponents and interested parties, the Planning Commission concluded by a 5-0 vote that the applications would meet the requirements of each applicable section of the Oregon City Municipal Code as proposed by the applicant or with conditions adopted by the Commission. Therefore, the Planning Commission adopts as their own the staff report with conditions and approves with conditions the application.

The decision of the Planning Commission is final unless appealed to the City Commission within fourteen (14) days following the mailing of this notice. Only persons who participated in the process, either through written comments or public testimony, may appeal this limited land use decision. The request for a hearing shall be in writing. The request for a hearing shall demonstrate how the party is aggrieved or how the proposal does not meet the applicable criteria. The application, decision (including specific

conditions of approval), and supporting documents are available for inspection at the Oregon City Planning Division. Copies of these documents are available (for a fee) upon request.

A city-recognized neighborhood association with standing that is requesting an appeal fee waiver pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.

CONDITIONS OF APPROVAL

CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment

- 1. The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval.
- 2. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating that the master plan complies with the minimum floor area ratio of 0.25. (*P*)
- 3. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the master plan does not have more than eighty percent site coverage of buildings and parking lots. (*P*)
- 4. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. (*P*)
- 5. The applicant shall install the following public improvements as required.
 - Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - O Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
 - O Phase 3 (West MOB): A 4-foot ROW dedication from 15th Street to 16th Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15th Street and 16th Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
 - O Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
 - o Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and

coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.

- 15th Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
 - O Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
- Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2 and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. (*P and DS*)

- 6. The applicant is responsible for this project's compliance with Engineering Policy 00-01. (DS)
- 7. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. (*P*)
- 8. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing water lines for new future facilities as required by plumbing code. (DS)
- 9. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code. (DS)
- 10. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. (DS)
- 11. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. (*DS*)
- 12. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. (DS)
- 13. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review. (*DS*)
- 14. The development proposal shall be reviewed for compliance with the Clackamas County Fire Department upon submittal of the Detailed Development Plan. (DS)
- 15. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot

- does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. (P)
- 16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. (P)
- 17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. (*P*)
- 18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. (*P*)
- 19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (*P*)
- 20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. (*P*)
- 21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. (P)
- 22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. (*P*)
- 23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. (*P*)
- 24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. (*P*)
- 25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. (*P and DS*)
- 26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. (DS)
- 27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. (*P*)
- 28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. (*P*)

- 29. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. (*P*)
- 30. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. (*P*)
- 31. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. (*P*)
- 32. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. (*P*)
- 33. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. (*P*)
- 34. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. (*P*)
- 35. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot me met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. (*P*)
- 36. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. (*P*)
- 37. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. (DS)

(P) = Verify that condition of approval has been met with the Planning Division. (DS) = Verify that condition of approval has been met with the Development Services Division.

Appendix E: Photos of Existing Conditions



Division St. and 15th St. looking south on Division St. Property on the south side of 15th St (left side of photo) proposed for inclusion in PWF Master Plan Boundary for parking. Property on north side of 15th St (right side of photo) currently in boundary and location of future West MOB.



Division St. at 15th St. looking north showing existing PWF campus located on both sides of Division St. PWF Master Plan Boundary located west of Division St. between 15th and 16th Streets, and east of Division St. midway between 13th and 14th Streets to Penn Lane, just north of 16th St.



Existing PWF building on NW corner of Division St. and 15^{th} St. currently in PWF Master Plan Boundary zoned MUE and site of future West MOB.



Existing PWF building on west side of Division St. and site of future West MOB.



Looking west across Division St. at existing building and site of future West MOB. Undeveloped portion in center of site and area on far right of photo in current PWF Master Plan Boundary and zoned MUE.



16th St. at Division Street looking south along 16th St.. First house currently in PWF Master Plan Boundary and zoned MUE. Second two houses proposed to be added to PWF Master Plan boundary and rezoned from R-6 to MUE. All properties in PWF ownership.



SW Corner of Division St and 15th St. looking south along 15th St. Vacant lot shown in foreground and three adjacent houses on 15th Street proposed to be added to Master Plan Boundary for parking. All properties are in PWF ownership and zoned MUE.



PWF-owned property at 1810 and 1808 Division St., zoned MUE, and proposed to be added to PWF Master Plan Boundary.



PWF-owned property at 1806 Division St., zoned MUE, proposed to be added to PWF Master Plan Boundary.



Houses on 15th St. adjacent to the proposed Master Plan Boundary expansion to the east and directly across the street from existing PWF Master Plan Boundary. Properties are zoned MUE.



1411 Division St., zoned MUE, adjacent to south side of proposed parking area at the intersection of Division St and $15^{\rm th}$ St.

APPENDIX F Neighborhood Meeting Documentation



Changing to meet your needs as a growing community



At the request of the MNA, Providence Willamette Falls is mailing this notice to all addresses in the neighborhood.

A special meeting will be held to review a proposal Providence Willamette Falls will be submitting to the City of Oregon City for approval to amend its master plan, originally adopted in 2011 following input from the residents in the McLoughlin Neighborhood Association. The intent of the current proposal is to add several properties on the west side of Division Street between 14th and 16th streets to the master plan boundary. Two of these properties would also require a comprehensive plan amendment and zone change. This will facilitate site planning of approved master plan development, including a medical office building that will provide better access to primary care.

McLoughlin Neighborhood Association Meeting

7 p.m., Thursday, June 4, 2015 Fire Station, 2nd floor meeting room 624 7th Street, at John Adams Street Oregon City

Questions? Contact Renee King at 503-650-6262 or email renee.king@providence.org.



1500 Division St Oregon City, OR 97045



Steering Committee Meeting Agenda

June 2, 2015 Oregon City Main Station, 2nd floor meeting room 7:00 pm

7:00 pm	1.	Welcome and introductions
7:05 pm	2.	Special presentation- Providence Willamette Falls Hospital- Land use proposal regarding the Master plan
7:35 pm	3.	Review and approval of the minutes-April 2, 2014
7: 40 pm	4.	Treasurer's Report- update
7:45 pm	5.	Old Business a. Concerts in the Park at the EOT b. First City Festival- July 25 th - request for sno-cones c. Transportation Advisory Committee meeting d. Parks & Recreation Committee meeting- Library park playground equipment
8:30 pm	6.	Adjourn

Steering/General Special Mtg 4 Providence Stats McLoughlin NA Sign-in Sheet

Date --- 6/4/15 Time

Nar	ne/Business/Group/Title	Address	Phone	E-Mail
R	Chard Bulleane	1903 14 1 ST CFEGOR CHY	971-267-4135	RBelleauel amail, Con
The state of	renda Belleaue	1	971-247-4134	
0	laire Met	1107 Taylor	503-349816	2
De	enuse/UGriff	315 Washing Lon St.		
He	my Mackensth	912 500		
Cor	Were Nickel	17425 Wake Robin Cir	503 742 9931	
Mic	MED ME ANTEN	17413 WAKE ROBIN CIRILE	503-258-7203	M-mc_Hylov & come ast NET
Bas	bora Peschera-child	ten Center 1713 Penn Car	£ 503 655-7725	
Cal	hie Daniels	SA High S.	11 1.65 3849	billandcathie Lahlel Damail.
De	Loha PEWELL	819 6H) ST.	503.317.7756	
51	Ere + Laura Larrean	17409 WakE Robin Civile	503 722 8685	
The	will remed	1806 15TH A		ally 1943 @ grund some
18	mua Pearce	1214 Washington St	503 830 9731	Patpegge @ felepart co
	uberly Wald	a		Kulbertywalder @ yaloo cou
Car	Meron McCredie	204 Wash. ST. 503.235	-9203 CAKCredie	@ real tytrust com
D	amon Mabee			
Ch	vistine M94 nla	(Prividence Constructi	a 503,888.3	acy christine maxible
7:4	Hany mumma	1810 14th 81. DC	503-650-9596	toffmumme Gad. com
1	Enade menyerberg	22636ilma prik	503 656 2369	Renete mangelber Dya
-	early PIRTZ	11 11	11	gerald pietal ca
	nee king, Provider	Ke 1500 DIVISTON	5036501212	rence, long a provi which
	H Kabero	6969 SW HAMPTON ST. PDX, OR	503-968-6800	josh & p Kaarchitects.com
-	re clayd	201 washington St	(503) 475-7976	0
Sir	n Nizida	302 111		
5 De	ssica Belknap	215 Washington St.	503-803-5207	jessicabelknapoe gmail com
· Jes	sse Buss	215 Washington St. General Steering Other		jessebuss@gmall.com
	Framesia Antor, Sec	vecture General Steering Other		. 0

McLoughlin Neighborhood Association – Steering Committee Meeting Providence Willamette Falls Medical Center Presentation 7 p.m. June 4, 2015

Providence Willamette Falls Medical Center (PWF) requested time on the McLoughlin Neighborhood Steering Committee for this meeting to serve as the required neighborhood meeting prior to submitting a land use application to the City of Oregon City. Consistent with the provisions of Oregon City Zoning Code 17.50.055, the committee chair, Denyse McGriff, gave email authorization for the steering committee to serve as the neighborhood meeting, provided that PWF mailed notice to the neighborhood association mailing list. PWF did so with the attached mailer that was sent to the list on May 28, 2015.

Meeting Summary

Denyse McGriff opened the meeting and gave context to why the steering committee meeting was expanded to include this presentation by PWF.

Sherri Paris of PWF provided an intro to the project and purposes to solicit feedback. Reminded the group that the current master plan includes three approved phases:

- 1. Updates to Davis Street parking lot.
- 2. Hospital updates and additions.
- 3. Two MOBs, we are now proposing only one.

Josh Kolberg of PKA Architects reviewed the map and showed:

- 1. Existing and proposed master plan boundaries
- 2. Site of the proposed single medical office building (MOB) that would be built out per the existing, approved master plan
- 3. Two properties proposed for a comprehensive plan amendment and zone change from residential/R-6 to Mixed Use Employment. These two properties would provide additional site area that would allow for off-street parking adjacent to the future MOB.

Stefanie Slyman described the two land use actions that would be consolidated into one application and subsequent opportunities for the neighborhood receive notice and provide input:

- 1. Amend master plan boundary to areas where Providence owns.
 - 2. Two change comprehensive plan to MUE zoning.
- 3. A hearing before the Planning Commission would be scheduled with notification of the proposed land use action would be made in several ways mailing to property owners with 300 feet of the site; copy of the application would be provided to MNA and the Citizen Involvement Council; the site would be posted; and notice would be published in a local newspaper.
- 4. Public testimony can be provided in writing prior to the hearing or in person at the hearing orally or submitted in writing.
- 5. Planning Commission will make a recommendation. If recommendation is for denial, the application may be appealed. If not appealed, the application is denied. If the recommendation is for approval, it is forwarded to the City Commission which makes the decision.

The presentation was turned over to Denyse Griffin to moderate the Q&A session. Denyse first reminded the audience that the MNA previously had concerns about PWFMC crossing Division before calling on others to ask questions as follows.

- Q: Why require expansion if only one building not two?
- A Best use of space/most feasible use of the property for this specific location where a MOB is already approved per the existing master plan. The boundary expansion is intended to allow for parking to

be located adjacent to the MOB, reducing on-street parking impacts on the neighborhood. (Neighborhood comment: that make's sense.)

- Q: Building already there is commercial. What is intent of property between 14th and 15th?
- A: Currently no plans. Just to bring in property we currently own into MP boundary.
- Q: What are the hospitals growth projections for long term 5 to 30 years? Might force hospital to expand even further.
- A: All we know of right now is slated to be on campus. Don't know that far out. This is already a lot of capital dollars to spend.
- Q: Is Providence intending to purchase in the two triangle areas (south of 14th)?
- A: No.
- Q: Clarification on zoning question and discussion about residential and employment map.
- A. This was discussed in more detail including allowed uses in the MUE zone.
- Q: How many extra employees will this MOB bring? Will this result in more parking and traffic in the neighborhood?
- A: New employees will be in primary care office and rehab. City has code requirements for parking. Intention to meet code requirements. Area of rental houses could be used for parking.
- Q: What is happening with the property I live in? (Assume rental house tenant.)
- A. No plans on that side of 15th.
- Q: How many stories would MOB be?
- A: Most likely one or two.
- Q: Concern about traffic impact on 15th Street.
- A: A traffic study is required as part of this land use application. A traffic consultant has been retained and the City is currently reviewing the scope of the study.
- Q: Concern about traffic and parking impacts. Question about why there has been no transportation demand study.
- A. The request would only look at the difference between what is currently allowed in the master plan and what is proposed. Intent is not to open master plan for full review. Since PWF is looking to drop one of the MOBs and reduce the total square footage allowed from 50,000 sf to approximately 30,000sf, there will be less impact than what is already currently approved.
- Q. Is building going to be owned and occupied by Providence?
- A Occupants could be both Providence and community.
- Q. We have lots of vacant office space in Oregon City, why need more?
- A. Accessibility to patients is important which is why facilities are needed here at the existing PWF campus. Providence mission to provide care as close as possible to community. Don't want travel to be a barrier for help.
- Q. Existing problem with employees parking on the street and taking up neighborhood spaces.

- A. Employees should not be parking on the street and they know this. Renee to send Denyse parking hot line to report employees parking on streets.
- Q: Besides cost, what are code or height restrictions for going up rather than out?
- A. Max height 60 feet so it is not a restriction from a zoning code perspective for what is proposed.
- Q: Questioning the addition of the property on the other side of 15th Street. What notification process if Providence decides to building there?
- A: It will go through development plan and site review at the City. Notice will be given and the public will be able to comment.
- Q: What about original plan to add MOB on Davis parking lot?
- A.: Not currently in the growth plan.

General Comments

Request to straighten corner at 15^{th} and Division to remove confusion. Also potentially have a speed bump in first one-third of 14^{th} Street. Also better signage.

Wish someone from the City were here tonight. (Read statement) See reasoning for hospital to get bigger but wrong location. Develop currently on property we own but will buy more and grow again. Try office sharing. Purpose is for Providence to profit. Hospital is okay as is.

Trillium Homeowners Association (THA) has few homeowners against the hospital. Complaints are from homeowners across Division. THA appreciates what hospital has done. What is Providence going to give us if we okay this plan?

I sit on traffic advisory commission. This should go before them before planning commission. Concern about pedestrian crossing on Division. Also need to address Division and Molalla intersection.

Other side of Division (south side) would cut into neighborhood; changes the dynamics of the neighborhood. Seems sneaky to add property into master plan and develop later.

General comments about traffic: already school busses on Division that go down 16th. Parents park waiting for their kids. Busses made traffic back up. Make Davis Street parking lot two story. Have employees park in Community Center and shuttle to hospital.

14th Street is narrow and kids play in street. (Resident asked after meeting if we could sign "Not a thru street.)

This is our community hospital we to go if ill. If I need rehab would like to have parking near where I go. Cannot turn this planning effort into how to fix all of Oregon City's streets.

South side of 15th – Providence does not own all the properties but understands why we would want to have control over property (be in master plan). Plan is not to do anything to those properties so no need to worry now. Won't wake up and find bulldozers on the property.

As a good faith effort, Providence should sell the properties on the south side of 15th. Once start expanding boundary will never stop.

<u>Concluding comment from Chair Denyse McGriff:</u> Neighborhood is not against the hospital. Comments tonight are from the cumulative effort of growth, in particular ripple effect of parking and traffic. Suggest further discussion before going to the City to iron some of this out. Have to do this together.

APPENDIX G

Pre-Application Notes



Pre-Application Conference Notes

PA 15-13: Comprehensive Plan Amendment, Zone Change and Master Plan for Providence Willamette Falls Medical Center

Pre-Application Conference Date: 5/13/2015

Proposed Project:

• Comprehensive Plan Amendment, Zone Change and Master Plan to add property to the Existing Hospital Master Plan (1716 and 1714 16th Street)

General Information:

- o Prior approvals:
 - o The applicant submitted a Concept (General) Development Plan, Detailed Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over the next 10 years and construct a parking lot. File numbers: CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption, & LL 11-07: Lot Line Adjustment
 - o Site Plan and Design Review and Conditional Use Permit for Hospital Building Expansion with Hospital and Nursing Home Site Improvements. File numbers: CU 03-03 & SP 03-19.
- o Applicable Overlay Districts: Geologic Hazards Overlay District and Natural Resource Overlay District
- o Applications anticipated:
 - o Comprehensive Plan Amendment
 - o Zone Change
- o Transportation System Plan: There are no TSP projects identified adjacent to 1714 or 1716 16th Street and the adjacent portion of 16th is designated as a local street.

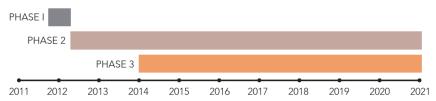
Approved Phases of the Master Plan:

Please identify how the proposed project will change the approved phasing of the Master Plan.

Phasing Timing

The timeline for the above mentioned projects and phases will occur according to Figure 26 shown below. This illustrates approximately when phases will begin and also shows that there may be some concurrence of projects in Phases 2 and 3.

FIGURE 26 - Project Phasing Timeline



Project Phase 1 – Division St. Parking Lot (Subject To Detailed Development Plan Approval)

The first project of the master plan consists of an alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane. The applicant submitted a Detailed

Development Plan for the construction of the parking lot which would be implemented subsequent to approval in 2012.

Project Phase 2 – Hospital Additions and Remodels

Phase 2 of the Master Plan includes the addition of approximately 54,000 square feet to the site including expanding the Medical Center building, the construction of a new central utility plant, and the remodeling of other areas of the facility. More particularly, these projects include:

<u>Outpatient Surgery Expansion</u>: The outpatient surgery expansion will add approximately two new operating rooms and short stay recovery space.

<u>New Front Entry</u>: The main entry to PWF will be remodeled and will include a new patient drop-off. The new entry will replace a section of the 1961 building which is currently sub-standard and houses hospital office spaces among other uses. This project will provide a more direct and unified entry into the hospital. A new canopy will welcome visitors into a large, high volume lobby that will provide physical and visual connections to corridors serving patient care, imaging, day surgery, birthplace, and the gift shop.

<u>Second Floor Patient Room and Pharmacy Remodel</u>: Several spaces on the second floor of the hospital will be converted from their current use as offices back to their original function as patient rooms. This patient room remodel will not increase the number of licensed beds, the staffing levels for the hospital, nor increase trip generation. The pharmacy will also be relocated.

<u>Birthplace Expansion</u>: Six additional Labor, Delivery, Recovery and Postpartum rooms will be added to the west end of the existing Birthplace wing. The addition would increase the number of labor and delivery/postpartum beds from 14 to 20.

<u>Central Utility Plant</u>: In order to centralize the system utilities for the campus and make them more efficient, PWF is planning for a central utility plant to house the appropriate mechanical, electrical, and plumbing systems to serve the medical campus. The development of this project is located within the Natural Resource Overlay District requiring review and mitigation.

<u>Second Floor Shell Space Tenant Improvements</u>: There is approximately 16,100 square feet of unfinished space above the Emergency Department planned for build out to house expanded hospital services. There is no definitive hospital program scheduled for this space but it is anticipated to be an expansion of outpatient services.

The applicant may complete the phase 2 projects in any order, provided they are all completed prior to initiating Phase 3. Phase 2 is projected to be implemented from 2012-2021.

Project Phase 3 – Medical Office Buildings (MOB)

Phase 3 of the Master Plan will add approximately 40,000 - 50,000 square feet of square footage to the medical campus including the construction of two new buildings including:

MOB Additions: PWF has identified two (East and West) sites for 20,000 - 25,000 square foot medical Office Buildings (MOB"s) which will house general physician's practices. The order of implementation for the two MOB"s in this phase will depend upon Hospital strategic goals, project funding, and community needs. Phase 3 would be implemented from 2014-2021.

Conditional Use:

Subsequent to the Conditional Use approval, the zoning designation of the land within the Master Plan was changed to allow a hospital and a medical clinic as permitted uses in chapter 17.31.020.C and F. There is no need to update the Conditional Use to include the area to be included in the Master Plan.

Transportation Impacts:

The applicant will need to have a traffic engineer conduct a transportation study in conformance with the City's *Guidelines for Transportation Impact Analyses* available on the Oregon City website.

Based on the information provided by the applicant, it appears the trip generation exceeds the level at which the project's transportation analysis requirements can be satisfied by submittal of a Transportation Analysis Letter (TAL). A full Transportation Impact Analysis (TIA) will be required. Among other requirements, a full TIA includes conducting traffic counts and operational analysis of impacted intersections will be required. Intersections to be analyzed include the site access and intersections of collector/collector and higher where traffic volumes from the development exceed 20 peak hour trips.

The applicant and his traffic engineer should review the *Guidelines for Transportation Impact Analyses* and the most recent mobility standards as specified in Oregon City Municipal Code section 12.04.205.

Because the proposal includes a zone change, the applicant will also need to address the requirements of Oregon's Transportation Planning Rule. Specifically, the applicant shall address the provisions of 660-12-0060 Plan and Land Use Regulation Amendments. When a zone change is proposed, a future year analysis is required assessing the impact associated with the planning horizon specified in the city's adopted Transportation System Plan. The applicant should compare the impact of development of the affected parcels under current and proposed zoning.

Because the proposal includes modification of an approved master plan, the applicant will need to address the requirements of OCMC Chapter 17.65. The applicant should address how the expansion of the site affects previously approved elements of the master plan. It seems likely that the expansion will result in a greater impacts than those previously analyzed. Depending on the additional development opportunities afforded by the expansion, the intersections analyzed under the previous master plan may or may not be adequate. Additional specificity on the part of the applicant will be required to determine the geographical scope of the analysis.

With a master plan, the applicant will need to specify a phasing plan if more than one phase is proposed. Multiple phases may require that the transportation impacts are assessed for each phase of the development while taking into account the regional traffic growth that is expected during each phase of the applicant's master plan.

The applicant's traffic engineer is welcome to contact the city's traffic engineering consultant, John Replinger, at Replinger-Associates@comcast.net or at 503-719-3383.

Zone Change and Comprehensive Plan Amendment:

The applicant is required to demonstrate compliance with all applicable criteria in OCMC chapter 17.68 including the Oregon City Comprehensive Plan.

- **Goal 1.1 Citizen Involvement Program** Implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land-use decisionmaking process to enable citizens to consider and act upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.
- **Policy 1.1.1 -** Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.
- **Goal 1.2** Community and Comprehensive Planning Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program. Policy 1.2.1 Encourage citizens to participate in appropriate government functions and land-use planning.
- **Goal 1.3** Community Education Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.
- **Goal 1.4** Community Involvement Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.
- Policy 1.4.1 Notify citizens about community involvement opportunities when they occur.
- **Goal 2.4** Neighborhood Livability Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.
- **Policy 2.4.2** Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.
- **Policy 2.4.4** Where environmental constraints reduce the amount of buildable land, and/or where adjacent land differs in uses or density, implement Comprehensive Plan and zoning designations that encourage compatible transitional uses.
- **Policy 2.4.5** Ensure a process is developed to prevent barriers in the development of neighborhood schools, senior and childcare facilities, parks, and other uses that serve the needs of the immediate area and the residents of Oregon City.
- **Policy 2.7.1** Maintain a sufficient land supply within the city limits and the Urban Growth Boundary to meet local, regional, and state requirements for accommodating growth.
- **Policy 2.7.2** Use the following 11 land-use classifications on the Oregon City Comprehensive Plan Land-Use Map to determine the zoning classifications that may be applied to parcels:
- Low Density Residential (LR)
- High Density Residential (HR)
- Mixed Use Corridor (MUC)
- Mixed Use Downtown (MUD)
- Public and Quasi-Public (QP)
- Future Urban Holding (FUH)
- Medium Density Residential (MR)
 - Commercial (C)
- Mixed Use Employment (MUE)
 - Industrial (I)
- Parks (P)
- **Goal 6.1** Air Quality- Promote the conservation, protection and improvement of the quality of the air in Oregon City.
- **Policy 6.1.1** Promote land-use patterns that reduce the need for distance travel by single-occupancy vehicles and increase opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education.
- **Goal 6.4 Noise-** Prevent excessive noise that may jeopardize the health, welfare, and safety of the citizens or degrade the quality of life.

- **Goal 9.1** Improve Oregon City's Economic Health Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.
- **Goal 10.1** Diverse Housing Opportunities Provide for the planning, development and preservation of a variety of housing types and lot sizes.
- **Policy 11.1.4** Support development on underdeveloped or vacant buildable land within the city where public facilities and services are available or can be provided and where land-use compatibility can be found relative to the environment, zoning, and Comprehensive Plan goals.
- **Policy 11.1.6** Enhance efficient use of existing public facilities and services by encouraging development at maximum levels permitted in the Comprehensive Plan, implementing minimum residential densities, and adopting an Accessory Dwelling Unit Ordinance to infill vacant land.
- **Goal 11.6** Transportation Infrastructure Optimize the City's investment in transportation infrastructure.
- **Goal 12.1** Land Use-Transportation Connection Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.
- **Policy 12.1.4** Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.
- Goal 13.2 Energy Conservation- Plan public and private development to conserve energy.
- **Policy 13.2.1** Promote mixed-use development, increased densities near activity centers, and home-based occupations (where appropriate).

the mixed use development and carpooling plan will also conserve energy resources.

- **Goal 14.2** Orderly Redevelopment of Existing City Areas- Reduce the need to develop land within the Urban Growth Boundary by encouraging redevelopment of underdeveloped or blighted areas within the existing city limits.
- **Policy 14.2.1** Maximize public investment in existing public facilities and services by encouraging redevelopment as appropriate.
- **Policy 14.2.2** Encourage redevelopment of city areas currently served by public facilities through regulatory and financial incentives.
- **Policy 14.3.1 -** Maximize new public facilities and services by encouraging new development within the Urban Growth Boundary at maximum densities allowed by the Comprehensive Plan.

Master Plan:

The applicant is required to demonstrate compliance with all applicable criteria. If any standards are adjusted in the Master Plan process, adequate mitigation is required.

- What is the proposed phasing? Will the timing of the existing Master Plan be changed?
- What adjustments will you be applying for? Does the adjustment meet the intent of the code and what is the mitigation?
- Do you have a revised Master Plan document? Is there anything else in the master plan being altered?

The Master Plan process allows development to use the code which was in place when it was added to the master plan or the current code. In this case, the proposed area being added to the master plan will get to choose between the 2015 code and the current code while the reminder of the development may choose the 2011 code or the current code.

Development Services Division (Utilities/Public Improvements/SDC's, etc):

See separate notes from Public Works Development Services Division.

Natural Resource Overlay District (NROD) and Geologic Hazards Overlay District:

The proposed development does not require review of the environmental overlay districts.

Building Division:

You may contact Mike Roberts, our Building Official at 503.496.1517 or by email at mroberts@orcity.org.

Clackamas Fire District:

Questions can be directed to Mike Boumann, Lieutenant Deputy Fire Marshal of Clackamas Fire District #1. You may contact Mr. Boumann at (503)742-2660 or michaelbou@ccfd1.com.

Neighborhood Association Meeting:

A Neighborhood Association meeting is required prior to a complete application. The site is in the McLoughlin Neighborhood Association.

Chair: Denyse McGriff

Chair Email: guttmcg@msn.com

Chair Phone Number: 503-656-3912

Vice Chair Name: Francesca Anton

Vice Chair Email: francescairena@gmail.com

2015 Steering Committee Meeting Dates: June 4, August 6, October 1, December 3

2015 General Meeting Dates: July 2, November 5

Meeting Location: Fire Station, at 7th and John Adams, Oregon City

Meeting Time: 7:00 PM

Oregon City Municipal Code Criteria:

The following chapters of the Oregon City Municipal Code (OCMC) may be applicable to this proposal:

OCMC 12.04 - Streets, Sidewalks and Public Places

OCMC 12.08 - Public and Street Trees

OCMC 13.12 – Stormwater Management

OCMC 15.48 – Grading, Filling and Excavating

OCMC 17.31 – "MUE" Mixed Use Employment District

OCMC 17.41- Tree Protection Standards

OCMC 17.44- Geologic Hazards

OCMC 17.49 – Natural Resource Overlay District

OCMC 17.50 - Administrative Processes

OCMC 17.52 – Off-Street parking and Loading

OCMC 17.62 – Site Plan and Design Review

OCMC 17.54 – Supplemental Zoning Regulations and Exceptions

OCMC 17.65 - Master Plans

OCMC 17.68 - Zoning Changes and Amendments

MS-Word versions of the code are available for download on-line from the municipal code website.

Pre-application conferences are required by Section 17.50.050 of the City Code, as follows:

A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses,

traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.

B. A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the City will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.

NOTICE TO APPLICANT: A property owner may apply for any permit they wish for their property. HOWEVER, THERE ARE NO GUARANTEES THAT ANY APPLICATION WILL BE APPROVED. No decisions are made until all reports and testimony have been submitted. This form will be kept by the Community Development Department. A copy will be given to the applicant. IF the applicant does not submit an application within six (6) months from the Preapplication Conference meeting date, a NEW Pre-Application Conference will be required.

+



PROVIDENCE WILLAMETTE FALLS MEDICAL CENTER

MASTER PLAN MODIFICATION COMPREHENSIVE PLAN AMENDMENT / ZONE CHANGE

Submitted to:

The City of Oregon City 221 Molalla Ave, Suite 200 PO Box 3040 Oregon City, OR 97045

Harper Houf Peterson Righellis Inc 205 SE Spokane Street, Suite 200 Portland, OR 97202 PKA Architects 6969 SW Hampton Street Portland, OR 97223

TABLE OF CONTENTS

NARRATIVE

Ι.	Summary of Information	p. 3
II.	Detailed Description of Proposal	p. 5
III.	Master Plan Modification Submittal Requirements	
	and Responses To Approval Criteria	p. 8
IV.	Comprehensive Plan Amendment and Zone Change	
	Submittal Requirements and Responses To Approval Criteria	n 19

FIGURES

Figure 01: Vicinity Map and Existing Zoning Figure 02: Existing Ownership Patterns

Figure 03: Existing Natural Resources, Hazards, and Topography

Figure 04: Existing Light Locations
Figure 05: 2012 Approved Master Plan
Figure 06: 2015 Proposed Master Plan

Figure 07: Proposed Site Plan: Circulation/Access & Parking

Figure 08: Proposed Site Plan: Landscaped and Impermeable Area

APPENDICES

- A. 2012 Master Plan Transportation Impact Analysis
- B. 2012 Civil Engineering Narratives
- C. 2015 Transportation Impact Analysis for Comprehensive Plan Amendment/Zone Change
- D. 2012 Notice of Decision and Conditions of Approval
- E. Photos of Existing Conditions
- F. Neighborhood Meeting Documentation
- G. Pre-Application Notes

I. SUMMARY OF PROPOSAL

Applicant/Owner: Providence Willamette Falls Medical Center

C/o Russell Reinhard 1500 Division Street

Oregon City, Oregon 97045

Representative: Harper Houf Peterson Righellis Inc.

C/o Stefanie Slyman, AICP

205 SE Spokane Street, Ste. 200

Portland, OR 97202

Request: Providence Willamette Falls Medical Center (PWF) is seeking approval of

two concurrent land use requests to 1) Modify the 2012 Master Plan and 2) Amend the Oregon City Comprehensive Plan and Zoning Map for two properties from Residential/R-6 to Mixed Use Employment (MUE).

Location: 1714 and 1716 16th Street

Clackamas County Map 22E32AB Tax Lots 3100, 3000

1806, 1808, 1810, and 1812 15th Street

Clackamas County Map 22E32AB Tax Lots 3900, 4000, 4100, 4200

1500 Division Street - PWF Medical Center

Clackamas County Map 22E32AB, Tax Lots 1201, 1900, 2000, 2100, 2200,

2400, 2500, 2800, 2900, 3100, 4400, 4600 ¹, Clackamas County Map 22E32AA, Tax Lot 400 Clackamas County Map 22E32AC, Tax Lots 101, 201

Zoning: Mixed Use Employment (MUE) and R-6 – Single Family Dwelling District

Land Use History: The PWF Master Plan was approved in 2012 per CP-11-01: Master Plan.

A concurrent application for Phase 1 of the master plan, the Division Street Parking Lot, was also approved in 2012 per DP11-03: Detailed Development Plan; NR 11-05: Natural Resource Overlay Exemption; and

LL-07: Lot Line Adjustment. Prior to the 2012 Master Plan, PWF

received approvals for Site Plan and Design Review and Conditional Use Permit for Hospital Building Expansion with Hospital and Nursing Home

Site Improvements. File numbers: CU 03-03 & SP 03-19.

 $^{^{1}}$ Tax Lots 4400 and 4600 are owned by PWF but are not part of the proposed modification or Comprehensive Plan/Zone Change.

Proposal Summary:

Since the time the Master Plan was approved in 2012, PWF's updated growth projections indicate patient needs will be best met by one medical office building (MOB) up to 35,000 square feet (sf) in size instead of two MOBs totaling up to 50,000 sf, shown in the 2012 Master Plan as West MOB and East MOB. PWF therefore proposes to consolidate these future medical office uses at the West MOB location which is more accessible to patients and more centrally-located within the PWF campus relative to the East MOB location. To achieve this, PWF proposes to increase the site area of the West MOB through the addition of six adjacent properties to provide adequate site area for a 30,000 – 35,000 sf MOB and parking in proximity to the MOB. This will reduce the net amount of total new development approved in the 2012 Master Plan from 104,000 sf to 89,000 sf, and a total buildout of 440,181 sf instead of 455,181 sf.

The intent of this modification is to improve patient access to the West MOB while reducing parking impacts on McLoughlin neighborhood streets by locating parking in proximity to the West MOB. Moreover, the proposal will result in fewer traffic impacts and less parking demand overall from buildout of the master plan due to a net reduction of 15,000 sf of building space on campus.

Subject to approval of this request, PWF intends to submit an application for the West MOB and associated parking at which time it will be reviewed for compliance with applicable design and development standards via the City's detailed development plan process. These standards include building height, setbacks, site coverage, landscaping, and buffering between uses. At that time, a Traffic Impact Analysis will also be submitted to identify any needed transportation safety or capacity improvements, such as improvements to the intersection of Division and 15th Streets. The West MOB will continue to be subject to Conditions of Approval resulting from CP 11-01: Master Plan, as revised by this master plan modification, or the future detailed development plan.

II. DETAILED PROPOSAL AND REQUESTED APPROVALS

A. Modification of the 2012 Master Plan. The following modifications to the 2012 Master Plan are requested.

Expand Master Plan Boundary. Add six PWF-owned properties on the west side of Division Street to the master plan boundary. These properties include two properties located at 1714 and 1716 16th Street and four properties on the south side of 15th Street (1806, 1808, 1810, 1812). This will increase the area within the campus boundary from 746,513 sf to 791,276 sf, an addition of 44,763 sf but will not increase the amount of new development approved in the Master Plan, and will in fact decrease it as described below. These six properties, together with the existing West MOB site as shown in the 2012 Master Plan, will serve as the site of the future West MOB and parking. The intent is to provide parking for patients in closer proximity to the West MOB and to minimize on-street neighborhood parking impacts. No PWF campus development other than the West MOB and parking is proposed in the expanded boundary area.

Consolidate Medical Office uses and Decrease Overall Campus Development. Subject to approval of the boundary expansion and concurrent Comprehensive Plan Amendment and Zone Change, PWF proposes to reduce the total amount of MOB square footage in the master plan from 50,000 sf to a maximum of 35,000 sf. The 2012 master plan identified two MOBs, East and West, with 20,000 – 25,000 sf each for a total of 50,000 sf. PWF proposes to consolidate these uses at the West MOB location at a building size no larger than 35,000 sf, resulting in a in a net reduction of 15,000 sf from the approved 2012 master plan. This will result in a campus-wide reduction from the approved 104,000 sf of net, new building area to 89,000 sf. With the increase in campus size and decrease in development square footage, the floor area ratio (FAR) will decrease from 0.61 to 0.56; nonetheless it will continue to exceed by more than twofold the minimum FAR of 0.25 in the MUE zone.

This reduction in campus square footage will also decrease vehicular trip generation and parking demand as a function of the reduced building square footage. The 2012 Master Plan Transportation Impact Analysis (Appendix A) and 2012 Civil Engineering Narratives documented the impacts of campus buildout at a greater amount of development than is currently proposed, therefore the findings of those analyses remain applicable to this proposal².

5

² A separate Transportation Impact Analysis for the Comprehensive Plan Amendment/Zone Change request for 1714 and 1716 16th Street has been submitted to satisfy Transportation Planning Rule (TPR) requirements. This is a standalone analysis for the rezoning of these two properties specifically, not overall campus buildout. Development of specific projects in the Master Plan will require subsequent Transportation Impact Analyses at the time of development review.

Revise Development Phasing. Remove references to Phase 3 from the development phasing schedule and clarify that all remaining development projects may occur in any order during existing Phase 2 (Years 2012 – 2021). No change to the 10-year master plan duration or end date of 2021 is requested.

COMPARISON OF 2012 APPROVED MASTER PLAN AND 2015 PROPOSED MASTER PLAN

	2012 APPROVED MASTER PLAN	2015 PROPOSED MASTER PLAN	
		Existing = 746,513 sf	
Total Site Area	746,513 sf	New = 44,763 sf	
		Total = 791,276 sf	
	Existing = 351,181 sf	Existing = 351,181 sf	
Building Square Footage	New = 104,000 sf	New = 89,000 sf	
	Total = 455,181 sf	Total = 440,181 sf	
Floor Area Ratio	0.61	0.56	
Total Impervious Area	78%	78%	
Total Landscaping	22%	22%	
	888 spaces	874 – 894 spaces	
Total Parking Supply	(PWF campus-wide parking ratio	(PWF campus-wide parking ratio	
	= 1.95 spaces/1,000sf)	= 1.96 - 2.03 spaces/1,000sf)	

B. Comprehensive Plan Amendment / Zone Change for 1714 & 1716 Division Street.

These two properties, which are two of the six proposed to be brought into the master plan boundary per the master plan modification request, are proposed for a Comprehensive Plan/Zone Change from Residential/R-6 to MUE. The existing R-6 zone does not allow for medical office uses or associated parking. Rezoning these properties to MUE will allow for these properties to be included in the site for the modified West MOB and associated parking.

The MUE zone permits employment-intensive uses such as offices, research and development, light manufacturing, and associated commercial uses, to include hospitals and medical office buildings. This zone is currently applied within the entire master plan boundary, as well as the west side of Division Street for a depth of one to two blocks from 12th and 17th Streets. The two properties proposed for rezoning are bordered by MUE-zoned properties to the east and north, and partially to the south.

Although PWF does not propose to increase the amount of new development approved in the 2012 Master Plan, and in fact, proposes to reduce it by 15,000 sf for a net total of 89,000 sf new campus buildout, for purposes of addressing Oregon's Transportation Planning Rule (TPR) a traffic analysis is required to demonstrate whether the Comprehensive Plan and Zone Change could result in a significant impact on the transportation system developed for stand-alone MUE uses. Accordingly, a 2015 Transportation Impact Analysis (Appendix C) has been submitted with this application and demonstrates there are no significant impacts associated with the zone change, even under these circumstances which PWF does not propose.

III. MASTER PLAN MODIFICATION SUBMITTAL REQUIREMENTS AND RESPONSES TO APPROVAL CRITERIA

SUBMITTAL REQUIREMENTS

17.65 – Master Plans 17.65.050 - General Development Plan.

- A. Existing Conditions Submittal Requirements.
- 1. Narrative statement. An applicant must submit a narrative statement that describes the following:
 - a. Current uses of and development on the site, including programs or services.
 - b. History or background information about the mission and operational characteristics of the institution that may be helpful in the evaluation of the general development plan.

RESPONSE: PWF is a full service medical center that provides emergency medicine, labor and delivery, surgical services, inpatient treatment, as well as many other inpatient and outpatient services. Since opening in 1954, PWF has grown and gone through numerous developments, additions, and remodels to better provide healthcare services to Oregon City and Clackamas County.

In 2012, Oregon City approved the Master Plan which defined the growth and development strategies for PWF over a 10-year period including public improvements to be made as conditions of approval. (Appendix D) The Master Plan consists of updates and modernization projects, Birthplace expansion, and two medical office buildings for outpatient procedures. In total, the Master Plan approved 104,000 sf of new hospital and medical office uses with associated parking.

Since the time the master plan was approved, PWF developed the 66-space Division Street Parking Lot and made public improvements per the master plan conditions of approval. No other development in the 2012 Master Plan has been initiated to date.

- c. A vicinity map showing the location of the General Development Plan boundary relative to the larger community, along with affected major transportation routes, transit, and parking facilities. At least one copy of the vicinity map must be eight and one-half inches \times eleven inches in size, and black and white reproducible.
- d. Non-institutional uses that surround the development site. May also reference submitted maps, diagrams or photographs.

RESPONSE: See Figure 01: Vicinity Map and Figure 07: Proposed Site Plan: Circulation/Access & Parking.

e. Previous land use approvals within the General Development Plan boundary and related conditions of approval.

RESPONSE: The PWF Master Plan was approved in 2012 per CP-11-01: Master Plan. A concurrent application for Phase 1 of the master plan, the Division Street Parking Lot, was also approved in 2012 per DP11-03: Detailed Development Plan; NR 11-05: Natural Resource Overlay Exemption; and LL-07: Lot Line Adjustment. Conditions of Approval associated with the approval of those concurrent applications are provided in Appendix D: Notice of Land Use Decision.

Prior to the 2012 Master Plan, PWF received approvals for Site Plan and Design Review and Conditional Use Permit for Hospital Building Expansion with Hospital and Nursing Home Site Improvements. File numbers: CU 03-03 & SP 03-19.

- f. Existing utilization of the site. May also reference submitted maps, diagrams or photographs.
- g. Site description, including the following items. May also reference submitted maps, diagrams or photographs.
 - 1. Physical characteristics;
 - 2. Ownership patterns;
 - 3. Building inventory;
 - 4. Vehicle/bicycle parking;
 - 5. Landscaping/usable open space;
 - 6. FAR/lot coverage;
 - 7. Natural resources that appear on the city's adopted Goal 5 inventory;
 - 8. Cultural/historic resources that appear on the city's adopted Goal 5 inventory; and
 - 9. Location of existing trees six inches in diameter or greater when measured four feet above the ground. The location of single trees shall be shown. Trees within groves may be clustered together rather than shown individually.

RESPONSE: This information is in photographs provided in Appendix E and the following figures. No cultural or historic resources that appear on the city's adopted Goal 5 inventory are located on the site.

Figure 01: Vicinity Map and Existing Zoning

Figure 02: Existing Ownership Patterns

Figure 03: Existing Natural Resources, Hazards, and Topography

Figure 04: Existing Light Locations

Figure 05: 2012 Approved Master Plan

9

- h. Existing transportation analysis, including the following items. May also reference submitted maps, diagrams or photographs.
 - 1. Existing transportation facilities, including highways, local streets and street classifications, and pedestrian and bicycle access points and ways;
 - 2. Transit routes, facilities and availability;
 - 3. Alternative modes utilization, including shuttle buses and carpool programs; and
 - 4. Baseline parking demand and supply study (may be appended to application or waived if not applicable).

RESPONSE: See Figure 07: Proposed Site Plan: Circulation/Access & Parking which shows both existing and proposed conditions, and site photos in Appendix E. See also Appendix A which includes the Transportation Impact Analysis and Parking Study submitted with 2012 Master Plan. This analysis demonstrated sufficient transportation and capacity is available, or can be made available, with buildout of the master plan. As the proposed master plan modification will result in a net reduction in buildout square footage, the previously-submitted documentation remains in effect and provides the required documentation.

- i. Infrastructure facilities and capacity, including the following items.
 - 1.Water;
 - 2.Sanitary sewer;
 - 3.Stormwater management; and
 - 4. Easements.

RESPONSE: See Appendix B for Civil Engineering (public infrastructure) Narratives submitted with 2012 Master Plan and which demonstrate that sufficient capacity is available, or can be made available, for the master plan. As the proposed improvements will result in a net reduction in campus development, the previously-submitted narratives are still applicable to the modified master plan.

- B. Proposed Development Submittal Requirements.
- 1. Narrative statement. An applicant shall submit a narrative statement that describes the following:
 - a. The proposed duration of the general development plan.

RESPONSE: No change is proposed with this modification. The duration remains 10 years with an end date of 2021.

b. The proposed development boundary. May also reference submitted maps or diagrams.

RESPONSE: The proposed boundary expansion is shown on Figure 06.

c. A description, approximate location, and timing of each proposed phase of development, and a statement specifying the phase or phases for which approval is sought under the current application. May also reference submitted maps or diagrams.

RESPONSE: See Figure 06: 2015 Proposed Master Plan which shows that all remaining master plan development is to occur under Phase 2, which runs from Years 2012 - 2021. Phase 3 (Years 2014 - 2021) is proposed to be eliminated as it is redundant with Phase 2. The modification also seeks to clarify that improvements within Phase 2 may be undertaken in any order.

d. An explanation of how the proposed development is consistent with the purposes of Section 17.65, the institutional zone, and any applicable overlay district.

RESPONSE: The 2012 Master Plan demonstrated consistency with the purposes of Section 17.65 which states the intent of master plans is to foster the growth of major institutions and other large-scale development, while identifying and mitigating the impacts of such growth on surrounding properties and public infrastructure. The proposed modification of the 2012 Master Plan remains consistent with this intent.

e. A statement describing the impacts of the proposed development on inventoried Goal 5 natural, historic or cultural resources within the development boundary or within two hundred fifty feet of the proposed development boundary.

RESPONSE: The proposed master plan modification does not impact inventoried natural, historic, or cultural resources within the proposed development boundary. See Figure 03: Existing Natural Resources, Hazards, and Topography which shows the existing approved Master Plan relative to these inventoried resources. Removal of the East MOB and consolidation of medical office uses at the West MOB location will provide a greater distance from both natural resources and natural hazards mapped on the east side of the campus.

f. An analysis of the impacts of the proposed development on the surrounding community and neighborhood, including:

- 1. Transportation impacts as prescribed in subsection g. below;
- 2. Internal parking and circulation impacts and connectivity to sites adjacent to the development boundary and public right-of-ways within two hundred fifty feet of the development boundary;

- 3. Public facilities impacts (sanitary se[w]er, water and stormwater management) both within the development boundary and on city-wide systems;
- 4. Neighborhood livability impacts;
- 5. Natural, cultural and historical resource impacts within the development boundary and within two hundred fifty feet of the development boundary.

RESPONSE: Existing analyses for the approved 2012 Master Plan have documented transportation impacts, parking and circulation impacts, connectivity, public facilities, and natural resource impacts which remain applicable and unchanged by the proposed master plan modification, especially as the proposed master plan will result in less 15,000 sf less development than is currently approved.

Regarding item 4. Neighborhood livability impacts, PWF representatives attended a meeting with the McLoughlin Neighborhood Association (MNA) on June 4, 2015 to present the proposal and seek to solicit neighborhood input. Documentation of the first meeting, which satisfied the neighborhood meeting requirement, is included in Appendix F. At the request of the MNA, PWF representatives met a second time with a subgroup of the MNA on June 30, 2015 at which time PWF presented a modified proposal which removed property on 14th Street from the proposal.

There are no anticipated impacts to neighborhood livability from this proposal as the overall amount of development and associated traffic and parking impacts will decrease from the current master plan.

g. A summary statement describing the anticipated transportation impacts of the proposed development. This summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips, projected AM and PM peak hour traffic and the maximum parking demand associated with build-out each phase of the master plan.

RESPONSE: As noted in the existing conditions section, Appendix A includes the Transportation Impact Analysis and Parking Study submitted with 2012 Master Plan. This analysis demonstrated sufficient transportation and capacity is available, or can be made available, with buildout of the master plan. As the proposed improvements will result in a net reduction in campus development, no further documentation is needed for the requested master plan modification.

h. In addition to the summary statement of anticipated transportation impacts, an applicant shall provide a traffic impact study as specified by city requirements. The transportation impact study shall either:

- 1. Address the impacts of the development of the site consistent with all phases of the general development plan; or
- 2. Address the impacts of specific phases if the city engineer determines that the traffic impacts of the full development can be adequately evaluated without specifically addressing subsequent phases.

RESPONSE: A traffic impact study for the Comprehensive Plan and Zone Change application for two of the subject properties has been prepared (Appendix C) and is addressed in the approval criteria for that land use request. As previously noted, development of the West MOB and associated parking will be subject to a future traffic study specific to this development when an application for development review is submitted.

- *i.* If an applicant chooses to pursue option h.1., the applicant may choose among three options for implementing required transportation capacity and safety improvements:
 - 1. The General Development Plan may include a phasing plan for the proposed interior circulation system and for all on-site and off-site transportation capacity and safety improvements required on the existing street system as a result of fully implementing the plan. If this option is selected, the transportation phasing plan shall be binding on the applicant.
 - 2. The applicant may choose to immediately implement all required transportation safety and capacity improvements associated with the fully executed general development plan. If this option is selected, no further transportation improvements will be required from the applicant. However, if a general development plan is later amended in a manner so as to cause the projected average daily trips, the projected AM or PM peak hour trips, or the peak parking demand of the development to increase over original projections, an additional transportation impact report shall be required to be submitted during the detailed development plan review process for all future phases of the development project and additional improvements may be required.
 - 3. The applicant may defer implementation of any and all capacity and safety improvements required for any phase until that phase of the development reaches the detailed development plan stage. If this option is selected, the applicant shall submit a table linking required transportation improvements to vehicle trip thresholds for each development phase.

RESPONSE: A traffic study for the master plan modification request is not required; therefore, this is not applicable.

j. The applicant or city staff may propose objective development standards to address identified impacts that will apply within the proposed development on land that is controlled by the institution. Upon approval of the general development plan, these standards will

supersede corresponding development standards found in this code. Development standards shall address at least the following:

- 1. Pedestrian, bicycle and vehicle circulation and connectivity;
- 2. Internal vehicle and bicycle parking;
- 3. Building setbacks, landscaping and buffering;
- 4. Building design, including pedestrian orientation, height, bulk, materials, ground floor windows and other standards of Chapter 17.62; and
- 5. Other standards that address identified development impacts.

RESPONSE: No alternate development standards are proposed.

- 2. Maps and diagrams. The applicant must submit, in the form of scaled maps or diagrams, as appropriate, the following information:
 - a. A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during detailed development plan review.
 - b. The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian access ways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within two hundred fifty feet of the site. The map shall identify existing subdivisions and development and unsubdivided or unpartitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle access ways and utilities within two hundred fifty feet may be extended to and/or through the proposed development.
 - c. The approximate location of all public facilities to serve the proposed development, including water, sanitary sewer, stormwater management facilities.
 - d. The approximate projected location, footprint and building square footage of each phase of proposed development.
 - e. The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.

RESPONSE: See the following figures which show the proposed 2015 Master Plan elements.

Figure 06: 2015 Proposed Master Plan

Figure 07: Proposed Site Plan: Circulation/Access & Parking

Figure 08: Proposed Site Plan: Landscaped and Impermeable Area

See also Appendix A in the Transportation Impact Analysis and Parking Study submitted with 2012 Master Plan and Appendix B which includes the Civil Engineering (Public Infrastructure) Narrative, which remain in effect with the modified 2015 Master Plan.

RESPONSES TO APPROVAL CRITERIA

17.04 Definitions

17.04.710 - Major modification.

"Major modification" means any of the following changes from a previously approved permit, requiring the application to return through the same process as the original review:

3. For any site plan or design review approval, a reduction in the amount of landscaping, open space or land reserved for a protected feature of ten percent or more or the relocation of buildings, streets, access points onto the existing public right-of-way, utility easements, pedestrian/bicycle accessways, parking lots, landscaping, or other site improvements away from the previously approved general location;

RESPONSE: The proposed modification to the Master Plan meets the definition of a major modification as it involves modifications to building and parking locations.

17.65 Master Plans

17.65.040 - Procedure.

A. Preapplication Review. Prior to filing for either general development plan or detailed development plan approval, the applicant shall file a pre-application conference pursuant to Section 17.50.030.

RESPONSE: A preapplication meeting was held on May X, 2015. Preapplication notes are provided in Appendix G.

B. General Development Plan. An application for a General Development Plan describing the long-term buildout of the site shall be reviewed through a Type III procedure. An applicant must have an approved General Development Plan before any detailed development plan may be approved, unless both are approved or amended concurrently. Amendments to an approved General Development Plan shall be reviewed under a Type III procedure pursuant to Section 17.65.080.

RESPONSE: The Master Plan modification is proposed concurrently with a Comprehensive Plan Amendment and Zone Change, a Type IV review, which elevates the review of the master plan modification to a Type IV review.

C. Detailed Development Plan. An application for a detailed development plan, is processed through a Type II procedure, as long as it is in conformance with the approved general development plan. Amendments to an approved detailed development plan shall be processed pursuant to Section 17.65.080. Once a development has an approved detailed development plan, Chapter 17.62 Site Plan and Design Review is not required.

RESPONSE: Subject to approval of the concurrent master plan modification and Comprehensive Plan Amendment and Zone Change, PWF intends to submit a detailed development plan for the West MOB and associated parking in conformance with the 2015 Master Plan.

D. Concurrent Review. An applicant may concurrently apply for a general development plan and a detailed development plan, or any phase of a detailed development plan. Such a concurrent application is reviewed through a Type III procedure. (Ord. 03-1014, Att. B3 (part), 2003)

RESPONSE: PWF has not applied for concurrent review of the master plan modification and detailed development plan.

17.65.80 - Amendments to approved plans.

- A. When Required. An amendment to an approved General Development Plan or detailed development plan is required for any use or development that is not in conformance with the applicable plan, as provided below. The approval criteria contained in Section 17.65.050 will apply to general development plan amendments, the approval criteria contained in Section 17.65.060 will apply to detailed development plan amendments. The thresholds and procedures for amendments are stated below.
- B. Type III Procedure. Unless the approved general development plan or detailed development plan specifically provides differently, amendments to either plan that require a Type III procedure are:

RESPONSE: The Master Plan modification is subject to the approval criteria contained in Section 17.65.060 as demonstrated in the following section. Although the proposal meets the threshold for a Type III review, because it is proposed concurrently with a Comprehensive Plan Amendment and Zone Change, a Type IV review, this elevates the review of the master plan modification to a Type IV procedure.

- C. Approval Criteria for a General Development Plan. The planning commission shall approve an application for general development plan approval only upon finding that the following approval criteria are met.
- 1. The proposed General Development Plan is consistent with the purposes of Section 17.65.

RESPONSE: The 2012 Master Plan demonstrated consistency with the purposes of Section 17.65 which states the intent of master plans is to foster the growth of major institutions and other large-scale development, while identifying and mitigating the impacts of such growth on surrounding properties

and public infrastructure. The proposed modification of the 2012 Master Plan remains consistent with this intent; therefore this criterion is met.

 Development shall demonstrate compliance with Chapter 12.04, Streets, Sidewalks and Public Places

RESPONSE: The 2012 Master Plan was found to be in compliance with Chapter 12.04 as proposed or through conditions of approval. The proposed modification of the master plan reduces the total amount of campus development, and makes otherwise de minimis changes; therefore, the master plan remains in compliance with Chapter 12.04 and this criterion is met.

3. Public services for water supply, police, fire, sanitary waste disposal, and storm-water disposal are capable of serving the proposed development, or will be made capable by the time each phase of the development is completed.

RESPONSE: The 2012 Master Plan was found to capable of serving the proposed development, or able to be made capable with future detailed development plans. As the proposed modification reduces the amount of overall campus development, the finding that public services can be provided remains in effect with the master plan modification and this criterion is met.

4. The proposed General Development Plan protects any inventoried Goal 5 natural, historic or cultural resources within the proposed development boundary consistent with the provisions of applicable overlay districts.

RESPONSE: Removal of the East MOB and consolidation of medical office uses at the West MOB location will provide a greater distance from natural resources and natural hazards mapped on the east side of the campus, thereby providing greater protection of natural resources than the current Master Plan. There are no historic or cultural resources within the proposed development boundary. This criterion is met.

5. The proposed General Development Plan, including development standards and impact mitigation thresholds and improvements adequately mitigates identified impacts from each phase of development. For needed housing, as defined in ORS 197.303(1), the development standards and mitigation thresholds shall contain clear and objective standards.

RESPONSE: The 2012 Master Plan Notice of Decision includes conditions of approval that address mitigation that will remain in effect except where revisions are made to reflect removal of the East MOB, the increased size of the West MOB, the parking to be provided on the west side of the campus, and the overall reduction in campus development and related trip generation and parking demand. No housing is proposed. This criterion is met.

6. The proposed general development plan is consistent with the Oregon City Comprehensive Plan and its ancillary documents.

RESPONSE: The approved 2012 Master Plan was deemed to be consistent with the Oregon City Comprehensive Plan and its ancillary documents. The de minimis modifications proposed for the 2015 Master Plan do not change this consistency; therefore, this criterion is met.

IV. COMPREHENSIVE PLAN AMENDMENT AND ZONE CHANGE SUBMITTAL REQUIREMENTS AND RESPONSES TO APPROVAL CRITERIA

SUBMITTAL REQUIREMENTS

17.68.010 - Initiation of the amendment.

A text amendment to this title or the comprehensive plan, or an amendment to the zoning map or the comprehensive plan map, may be initiated by:

- A. A resolution request by the city commission;
- B. An official proposal by the planning commission;
- C. An application to the planning division presented on forms and accompanied by information prescribed by the planning commission.
- D. A Legislative request by the Planning Division.

RESPONSE: A complete application has been filed with the planning division to initiate the request.

RESPONSES TO APPROVAL CRITERIA

17.68 Zoning Changes and Amendments

17.68.020 - Criteria.

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

RESPONSE: The properties on 16th Street which are proposed for a Comprehensive Plan Amendment from Residential to Employment and Zoning District change from R-6 to Mixed Use Employment are subject to the following Oregon City Comprehensive Plan polices as identified at the Preapplication conference.

Goal 1.1 Citizen Involvement Program Implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land-use decisionmaking process to enable citizens to consider and act upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.

Policy 1.1.1 - Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1,

Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.

- **Goal 1.2** Community and Comprehensive Planning Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.
- **Policy 1.2.1** Encourage citizens to participate in appropriate government functions and land-use planning.
- **Goal 1.3** Community Education Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.
- **Goal 1.4** Community Involvement Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.
- **Policy 1.4.1** Notify citizens about community involvement opportunities when they occur.

RESPONSE: Section 1 establishes goals and policies that the City should strive to implement and meet but it does not impose requirements on a master plan application. The application will be advertised in the local newspaper, the master plan site will be posted with a notice of the Planning Commission hearing and surrounding property owners, and the CIC will be mailed notice of the application and the public hearing. This section can be satisfied.

- **Goal 2.4** Neighborhood Livability Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.
- **Policy 2.4.2** Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.
- **Policy 2.4.4** Where environmental constraints reduce the amount of buildable land, and/or where adjacent land differs in uses or density, implement Comprehensive Plan and zoning designations that encourage compatible transitional uses.
- **Policy 2.4.5** Ensure a process is developed to prevent barriers in the development of neighborhood schools, senior and childcare facilities, parks, and other uses that serve the needs of the immediate area and the residents of Oregon City.

RESPONSE:

- **Policy 2.7.1** Maintain a sufficient land supply within the city limits and the Urban Growth Boundary to meet local, regional, and state requirements for accommodating growth.
- **Policy 2.7.2** Use the following 11 land-use classifications on the Oregon City Comprehensive Plan Land-Use Map to determine the zoning classifications that may be applied to parcels:

RESPONSE: This Goal and policies directs the City to maintain neighborhood livability while implementing other goals and policies of other sections of the Comprehensive Plan. This proposal is consistent with this policy by reinforcing the role of the hospital in the community and focusing growth in an established location which will promote vibrancy and access to care while remaining compatible with the surrounding residential areas. The rezoning of two properties will not negatively affect the City's 870 acre supply of R-6 zoned property, and is a de minimis addition of MUE zoned property in a location which the City has already identified for such uses.

Goal 6.1 Air Quality- Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.1 Promote land-use patterns that reduce the need for distance travel by single-occupancy vehicles and increase opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education.

Goal 6.4 Noise- Prevent excessive noise that may jeopardize the health, welfare, and safety of the citizens or degrade the quality of life.

RESPONSE: The proposed comprehensive plan amendment and rezoning of two of the subject properties will support a land use pattern that facilitates the development of the West MOB building directly on Division Street where it has direct access to public transit and sidewalks. As the overall master plan building square footage will be decreased and the medical office uses will be consolidated in one location, no impacts on air quality or noise are anticipated.

Goal 9.1 Improve Oregon City's Economic Health - Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.

RESPONSE: Section 9 establishes goals and policies that the City should strive to implement and meet but does not impose mandatory approval standards for a master plan application. The comprehensive plan amendment and rezoning of the two subject properties with concurrent master plan modification will reinforce the role of the hospital in the community and contribute to the community's economic development.

Goal 10.1 Diverse Housing Opportunities - Provide for the planning, development and preservation of a variety of housing types and lot sizes.

RESPONSE: The proposal will remove two single family homes from the City's housing stock which will have de minimis effect on the City's housing opportunities. The City has a current inventory of 870.34 acres of R-6 zoned property in the City which will not be affected by the approximate 0.5 acres of R-6 rezoned to MUE in this location.

Policy 11.1.4 - Support development on underdeveloped or vacant buildable land within the city where public facilities and services are available or can be provided and where land-use compatibility can be found relative to the environment, zoning, and Comprehensive Plan goals.

Policy 11.1.6 - Enhance efficient use of existing public facilities and services by encouraging development at maximum levels permitted in the Comprehensive Plan, implementing minimum residential densities, and adopting an Accessory Dwelling Unit Ordinance to infill vacant land.

Goal 11.6 Transportation Infrastructure - Optimize the City's investment in transportation infrastructure.

RESPONSE: This section addresses the need for the City to provide public services in accordance with the community's needs as a whole rather than be forced to respond to individual developments as they occur. Oregon City has adopted master plans to address public infrastructure. The master plan application will satisfy these master plans and the Oregon City Municipal Code. Appropriate conditions of approval can be included to address any needed mitigation to ensure that adequate infrastructure is provided.

Goal 12.1 Land Use-Transportation Connection - Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.

Policy 12.1.4 - Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.

RESPONSE:

This section provides for a safe, convenient and economic transportation system that functions well and contributes to the city's well-being, enhances the quality of life and increases the opportunity for growth and development. The July 23, 2015 Transportation Impact Analysis provided in Appendix C demonstrates that the proposed comprehensive plan amendment and rezoning will not adversely affect public streets.

Goal 13.2 Energy Conservation- Plan public and private development to conserve energy.

Policy 13.2.1- Promote mixed-use development, increased densities near activity centers, and homebased occupations (where appropriate).

RESPONSE: This section requires the conservation of energy in all forms through efficient land-use patterns, public transportation, building siting and construction standards, and city programs, facilities and activities. The policies promote energy conservation through the promotion of mixed-use developments and increased densities near activity centers, and the construction of bikeways and sidewalks to improve connectivity. The proposed comprehensive plan amendment and rezoning meets this section because it encourages the continued development of the medical campus at a location which is easily reached from other city areas.

Goal 14.2 Orderly Redevelopment of Existing City Areas- Reduce the need to develop land within the Urban Growth Boundary by encouraging redevelopment of underdeveloped or blighted areas within the existing city limits.

Policy 14.2.1 - Maximize public investment in existing public facilities and services by encouraging redevelopment as appropriate.

Policy 14.2.2 - Encourage redevelopment of city areas currently served by public facilities through regulatory and financial incentives.

Policy 14.3.1 - Maximize new public facilities and services by encouraging new development within the Urban Growth Boundary at maximum densities allowed by the Comprehensive Plan.

RESPONSE: The addition of properties and rezoning will facilitate the PWF master plan development and allow for at the densities intended for MUE that maximize public investment in existing public facilities and services.

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.

RESPONSE: The site is currently served by public facilities and services and the range of uses and development allowed by the zone is capable of being served prior to issuance of a certificate of occupancy.

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.

RESPONSE: As documented in the July 23, 2015 Transportation Impact Analysis provided in Appendix C, the proposed rezoning will not result in significant impacts on the transportation system.

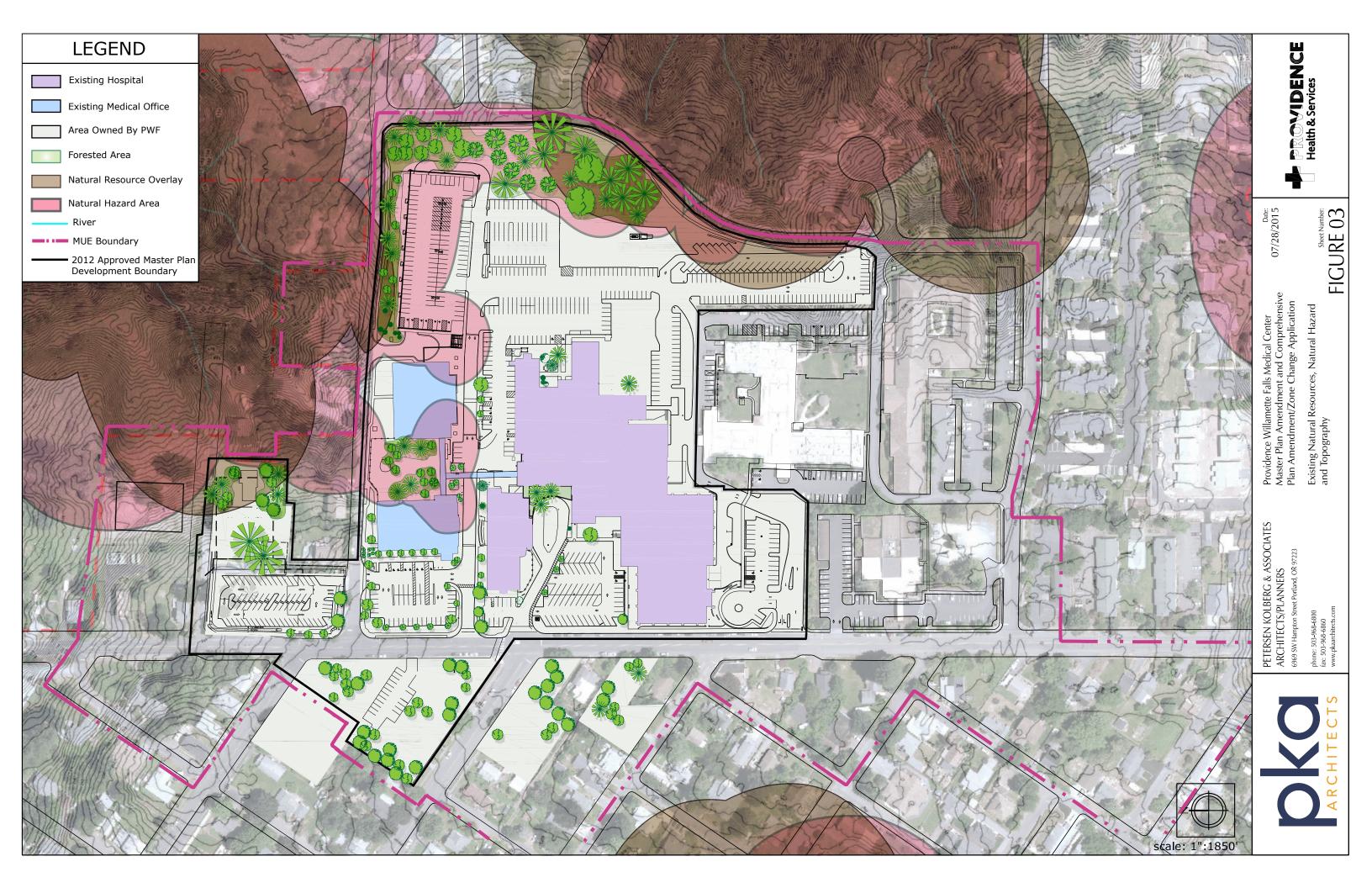
D. Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.

RESPONSE: The Oregon City Comprehensive Plan contains specific policies and provisions which control the proposed Comprehensive Plan Amendment and Zone Change; therefore, statewide planning goals do not need to be addressed.













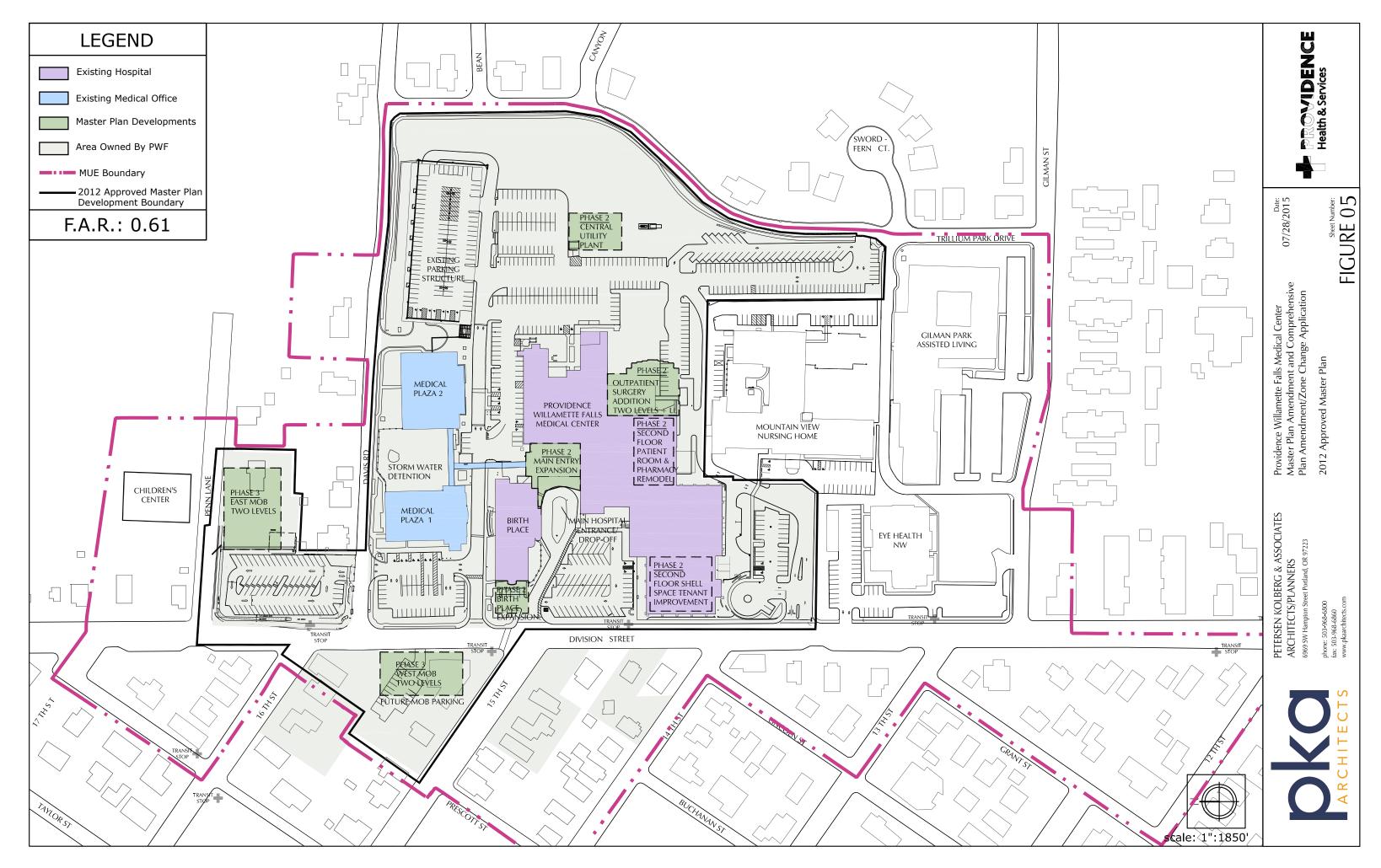
Community Development - Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A) ☐ Compatibility Review ☐ Lot Line Adjustment ☐ Non-Conforming Use Review ☐ Natural Resource (NROD) Verification	Type II (OCMC 17.50.030.B) Extension Detailed Development Review Geotechnical Hazards Minor Partition (<4 lots) Minor Site Plan & Design Review Non-Conforming Use Review Site Plan and Design Review Subdivision (4+ lots) Minor Varlance Natural Resource (NROD) Review	Type III / IV (OCMC 17.50.030.C) Annexation Code Interpretation / Similar Use Concept Development Plan Conditional Use Comprehensive Plan Amendment (Text/Map) Detailed Development Plan Historic Review Municipal Code Amendment Variance Zone Change
File Number(s):		
Proposed Land Use or Activity: $\underline{{}^{\mathbb{N}}}$	faster Plan Modification and Comprehens	sive Plan Amendment/Zone Change
Project Name: Providence Willamet	tte Falls (PWF) Medical Center_ Number of	of Lots Proposed (If Applicable):
Physical Address of Site. 1500 Div	vision Street, Oregon City, OR 97045	
Clackamas County Map and Tax L	ot Number(s): 22E32AB TL 3100, 3000	; 22E32AB TL 3900, 4000, 4100, 4200
Applicant(s): Applicant(s) Signature:	$mD \cdot 1 1$	
Applicant(s) Name Printed: Rusi	sell Reinhard, Chief Executive; PWF Med	lical Center Date: 8/7/2015
Mailing Address: 1500 Division St	reet, Oregon City, OR 97045	
Phone: 503-656-1631	Fax:	Email: Russell.Reinhard@providence.org
Property Owner(s): Property Owner(s) Signature:	Paralle Land	
Property Owner(s) Name Printed	Russell Reinhard, Chief Executive; PWF	Medical Center Date: 8/7/2015
Mailing Address: 1500 Division St	reet, Oregon City, OR 97045	
Phone: 503-656-1631	Fax:	Email: Russell.Reinhard@providence.org
Representative(s): Representative(s) Signature:	Stilame Hy	
Representative (s) Name Printed	Stefanie Slyman, AICP; Harper Houf Pete	rson Righellis Inc. Date: 8/7/2015
Mailing Address: 205 SE Spokane	Street, Suite 200; Portland, OR 97202	
Phone: 503-221-1131	Fax:	Email: stefanies@hhpr.com

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the Information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.





Date: December 15, 2015

To: Laura Terway, AICP

Planning Division, City of Oregon City

From: Stefanie Slyman, AICP

Subject: CP15-02 AND ZC15-04 SUPPLEMENTAL FINDINGS OF COMPLIANCE WITH

OREGON STATEWIDE PLANNING GOALS

\boxtimes	E-mail	Mail	Hand Deliver	Interoffice

The following Oregon Statewide Planning Goals are applicable to the proposed comprehensive plan and zone change requests (CP15-02 and ZC15-04) and are satisfied by the proposal.

<u>Statewide Planning Goal 1: Citizen Involvement.</u> Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

RESPONSE: Representatives of Providence Willamette Falls (PWF) attended a meeting with the McLoughlin Neighborhood Association (MNA) on June 4, 2015 to present the proposal and solicit neighborhood input. Documentation of the first meeting, which satisfied the neighborhood meeting requirement, is included in Appendix F of the application. At the request of the MNA, PWF representatives met a second time with a subgroup of the MNA on June 30, 2015 at which time a modified proposal was presented that removed property on 14th Street from the concurrent master plan boundary expansion request. A third informational meeting with the MNA was held on September 3, 2015 following submittal the application to the City of Oregon City. PWF representatives also presented the proposal and solicited input at the August 3, 2015 meeting of the City's Citizen Involvement Committee (CIC).

Following submittal of the application, the City of Oregon City provided public notice of the application in accordance with the City's noticing requirements including notification of the McLoughlin Neighborhood Association and property owners within 300' of the site to attend and/or participate in the public hearing held by the planning commission and the city commission; posting of the PWF site; and notice on the City website.

<u>Statewide Planning Goal 2: Land Use Planning</u>. Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed.



RESPONSE: The comprehensive plan amendment and zone change requests are being reviewed for consistency with all applicable City Code sections, the City Comprehensive Plan, and Statewide Planning Goals as provided in this supplemental submittal. The application has been prepared pursuant to the applicable Administration and Procedures codified in OCMC Chapter 17.50 and the process for Zone Changes and Plan Amendments in OCMC 17.68.

<u>Statewide Planning Goal 3: Agricultural Lands.</u> Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

RESPONSE: The site is located within existing urbanized lands, not agricultural lands. Goal 3 does not apply.

<u>Statewide Planning Goal 4: Forest Lands</u>. This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

RESPONSE: The site is located within existing urbanized lands, not forest lands. Goal 4 does not apply.

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Area, and Natural Resources. Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

RESPONSE: The proposed zone change and comprehensive plan amendment do not amend or affect any City-designated open space, scenic and historic area, or natural resource inventories which have been previously deemed consistent with Statewide Planning Goal 5.

<u>Statewide Planning Goal 6: Air, Water and Land Resources Quality.</u> This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

RESPONSE: The proposed zone change and comprehensive plan amendment do not alter existing city protections provided by overlays for natural resources, stormwater rules, or other environmental protections which have been previously deemed consistent with Statewide Planning Goal 6.

<u>Statewide Planning Goal 7: Areas Subject to Natural Hazards.</u> Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

RESPONSE: The proposed zone change and comprehensive plan amendment do not alter existing city protections provided the city's Geologic Hazards Overlay, OCMC



17.44. These city regulations are consistent with Goal 7 and protect development from inappropriate development on steep slopes.

<u>Statewide Planning Goal 8: Recreational Needs.</u> This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

RESPONSE: The proposal has no effect on recreational resources in the City.

<u>Statewide Planning Goal 9: Economic Development.</u> Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

RESPONSE: This proposal is consistent with Goal 9 as it reinforces the role of the hospital in the community and focuses growth in an established location which will promote economic vibrancy in the City. The request to plan and zone 0.5 acres to Mixed Use Employment (MUE) will facilitate site development that PWF has identified can best serve patients, which will in turn support the continued success of the hospital and yield economic benefits for the City through job creation, community partnerships, and access to care.

<u>Statewide Planning Goal 10: Housing.</u> This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

RESPONSE: As of June 8, 2015 the City had a total buildable lands inventory of 6,132.07 acres, excluding rivers and road areas. Of the 6,132.07 acres, 4,210.17 acres (68.66%) are zoned for residential uses in the following districts: R-2. R-3.5, R-6, R-8, and R-10. The proposed rezoning of 0.5 acres of R-6 zoned property to Mixed Use Employment (MUE) will decrease this residential inventory to 4,209.67 acres or 68.64% of the City's total buildable lands inventory, a 0.02% reduction. Moreover, this residential inventory understates housing opportunities in the City as housing is also permitted by right in non-residential zones not counted toward the residential lands acreages, such as live/work units permitted in the Mixed-Use Downtown District and multifamily residential units permitted in the Mixed Use Corridor District. The resulting reduction of 0.5 acres in the residential lands inventory has no effect on the City's continued compliance with Goal 10 as a result of the proposed Comprehensive Plan and Zone Change.

<u>Statewide Planning Goal 11: Public Facilities and Services.</u> Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

RESPONSE: The site is currently served by public facilities and services provided by the City. Existing analyses for the approved 2012 Master Plan have documented impacts on public facilities which remain applicable and unchanged by the proposed master plan modification, especially as the proposed master plan will result in less 15,000 sf less development than is currently approved in the Master Plan, notwithstanding the rezoning of 0.5 acres of R-6 zoned property to MUE.



<u>Statewide Goal 12: Transportation.</u> The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

RESPONSE: The proposal is located in an area currently served by City transportation facilities. A traffic analysis has been submitted with the application which analyzed the proposed zone change in compliance with the Transportation Planning Rule (TPR), OAR 660-012-0060. The analysis determined that there will be no significant impacts on surrounding transportation facilities due to the comprehensive plan amendment and zone change.

<u>Statewide Planning Goal 13. Energy Conservation.</u> Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

RESPONSE: The proposed comprehensive plan and zone change will allow for mixed use development generally and a medical office building specifically in an urban location already served by transportation and other public infrastructure which provides for efficient and accessible uses within the City that maximize energy conservation. The colocation of medical uses on a single campus instead of multiple sites reduces vehicular travel which particularly conserves energy.

Statewide Planning Goal 14: Urbanization. This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

RESPONSE: The site is located within the urban growth boundary and no expansion of the boundary is requested. Goal 14 does not apply.

<u>Statewide Planning Goal 15: Willamette River Greenway.</u> Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

RESPONSE The site is not located with the Willamette River Greenway. Goal 15 does not apply.

Statewide Planning Goal 16: Estuarine Resources

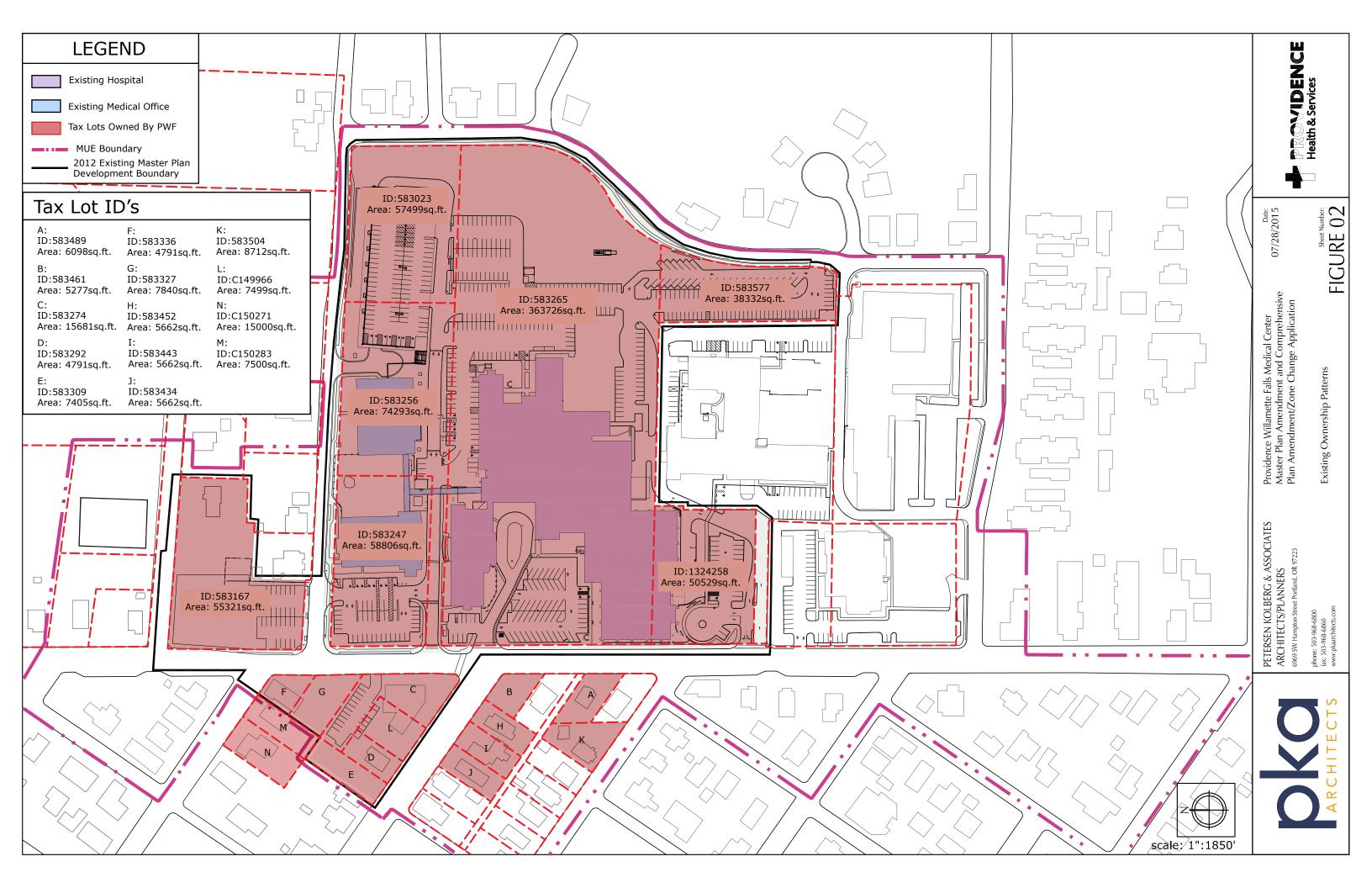
Statewide Planning Goal 17: Coastal Shorelands

Statewide Planning Goal 18: Beaches and Dunes

Statewide Planning Goal 19: Ocean Resources

RESPONSE The site is not located within any of these coastal resource areas. None of these remaining Statewide Planning Goals apply.







Site Address

Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

: 1806 15th St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB03900 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583434

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 2

Improvement Type : 131 Sgl Family,R1-3,1-Story

Subdivision/Plat : Crooks Add

Neighborhood Code : Oregon City Older

Land Use : 101 Res, Residential Land, Improved

: 389 CROOKS ADD LT 3 Legal

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$57,595 Mkt Structure : \$103,990 Mkt Total : \$161,585

%Improved : 64

M50AssdTotal: \$108,171 : 18.1800 Mill Rate Levy Code : 062002 : \$1,966.55 14-15 Taxes Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms	: 3	BldgLivingSqFt	: 1,152	BldgSqFt : 1,152
Bathrooms	: 1.00	1st Floor SqFt	: 1,152	Lot Acres : .14
Full Baths	: 1	UpperFinSqFt	:	Lot SqFt : 5,900
Half Baths	:	Finished SqFt	: 1,152	Year Built : 1925
Fireplace	:	AbvGrdSqFt	: 1,152	Foundation: Concrete
Heat Type	: Elec Baseboard	UpperTotSqFt	:	Roof Type : Composition
Floor	: Carpet	UnFinUpStySqFt	:	Roof Shape: Gable
Stories	:1	Bsmt Fin SqFt	:	Exterior Fin : Bevel Siding
Garage SF	:	Bsmt Unfin SqFt	:	_

Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	:		:	:
:	•		:	:
· ·			:	•
•			•	•
·	-		:	:
:	:		:	:



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or

. I Tovidence mealin & Services

CoOwner Site Address

: 1807 15th St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB02500 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583309

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type : 300 Farm

Subdivision/Plat : Old Oregon Trail Summer Hm Sit

Neighborhood Code : Oregon City Older

Land Use : 100 Vacant, Residential Land

Legal : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 02500

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$39,689

Mkt Structure :

Mkt Total : \$39,689

%Improved

M50AssdTotal : \$29,147 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$529.90 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : .17 UpperFinSqFt Lot SqFt Full Baths : 7,500 Finished SqFt Year Built : Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin: Garage SF Bsmt Unfin SqFt

Bsmt Total SqFt :

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
	:		:	:
	:		:	:
	:		:	:
	:		÷	:
			:	•
			:	:



Site Address

Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223 Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

: 1808 15th St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AB04000 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583443

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 2

Improvement Type : 131 Sgl Family,R1-3,1-Story

Subdivision/Plat : Crooks Add

Neighborhood Code : Oregon City Older

Land Use : 101 Res, Residential Land, Improved

: 389 CROOKS ADD LT 4 Legal

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$57,595 Mkt Structure : \$81,550 Mkt Total : \$139,145 %Improved : 59 M50AssdTotal: \$97,359 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$1,769.99 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms	: 2	BldgLivingSqFt	: 916	BldgSqFt : 916
Bathrooms	: 1.00	1st Floor SqFt	: 916	Lot Acres : .14
Full Baths	: 1	UpperFinSqFt	:	Lot SqFt : 5,900
Half Baths	:	Finished SqFt	: 916	Year Built : 1923
Fireplace	:	AbvGrdSqFt	: 916	Foundation: Concr Blk
Heat Type	: Forced Air-Gas	UpperTotSqFt	:	Roof Type : Composition
Floor	: Fir	UnFinUpStySqFt	:	Roof Shape: Gable
Stories	: 1	Bsmt Fin SaFt	:	Exterior Fin : Rustic

Garage SF Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:



Site Address

Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Division Street Prop II LLC Owner

CoOwner

: 1809 15th St Oregon City 97045

: 1505 Division St Oregon City Or 97045 Mail Address

Ref Parcel Number: 22E32AB02400 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583292

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type Subdivision/Plat

: 131 Sgl Family, R1-3,1-Story

Neighborhood Code : Oregon City Older

Land Use Legal

: 101 Res.Residential Land.Improved : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 02400

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$56,188 : \$94,270 Mkt Structure

Mkt Total : \$150,458

%Improved : 63

M50AssdTotal: \$100,240 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$1,822.36 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

: 2 Bedrooms : 1.00 Bathrooms Full Baths : 1 Half Baths Fireplace

Heat Type : Forced Air-Gas Floor : Carpet

Stories : 1

Garage SF

BldgLivingSqFt : 1.034 1st Floor SqFt : 1,034 UpperFinSqFt Finished SqFt : 1,034 AbvGrdSqFt : 1,034 UpperTotSqFt

UnFinUpStySqFt Bsmt Fin SaFt Bsmt Unfin SqFt

Bsmt Total SqFt

BldgSqFt : 1,034 Lot Acres : .11 Lot SqFt : 5,000

Year Built : 1946 Foundation: Concrete Roof Type : Composition

Roof Shape: Gable Exterior Fin: Bevel Siding

TRANSFER INFORMATION

Owner(s) Date Doc# Price Deed :Division Street Prop II LLC :10/15/2002 002-098381 :Bargain & Sale :Willamette Falls Hospital :10/15/2002 002-098382 :\$1,131,000 :Warranty :Division Street Prop II LLC :\$140,000 :Warranty :09/01/1998 0098-83584 :Ramsour Robert G/Judith J Tr :05/23/1994 :Bargain & Sale 0094-42524



Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address

: 1810 15th St Oregon City 97045

Mail Address

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB04100 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583452

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract

: 224.00 Block: 2

Improvement Type : 131 Sgl Family,R1-3,1-Story Subdivision/Plat : Crooks Add

Neighborhood Code : Oregon City Older

Land Use

Legal

: 101 Res, Residential Land, Improved

: 389 CROOKS ADD LT 5

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$56,327 Mkt Structure : \$150,680 Mkt Total : \$207,007

%Improved : 73

M50AssdTotal: \$143,178 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$2.602.98 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

: 3 BldgLivingSqFt Bedrooms : 1.315 BldgSqFt : 1,315 : 1.00 1st Floor SqFt Bathrooms : 1,104 Lot Acres : .14 UpperFinSqFt Lot SqFt Full Baths : 1 : 5,900 Finished SqFt Year Built : 1925 Half Baths : 1,315 AbvGrdSqFt Foundation: Concr Blk : Single Fireplce Fireplace : 1,315 Roof Type : Composition Heat Type : Forced Air-Gas UpperTotSqFt Floor UnFinUpStySqFt Roof Shape: Gable : Carpet Stories : 1 Bsmt Fin SaFt Exterior Fin: Bevel Siding Garage SF Bsmt Unfin SqFt

Bsmt Total SqFt

Date	Doc#	Price	Deed	
:		:	:	
:		:	:	
:		:	:	
:		:	:	
:		:	:	
•			•	
	Date : : : : : : :			



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner Site Address

: 1811 15th St Oregon City 97045

Mail Address

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB02300 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583283

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1 Improvement Type : 470 Medical Buildings

Subdivision/Plat

Legal

Neighborhood Code

Land Use

: Area 03 Commercial Oregon City : 201 Com.Commercial Land.Improved : TOWNSHIP 2S RANGE 2E SECTION 32

: QUARTER AB TAX LOT 02300 SEE EXEMPT

: PORTION 02300E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$59,971 Mkt Structure : \$106,390 Mkt Total : \$166,361

%Improved : 64

M50AssdTotal: \$133,872 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$2.433.80 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Lot Acres : .17 Bathrooms UpperFinSqFt Lot SqFt : 7,500 Full Baths Year Built : 1974 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin: Garage SF

Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address

: 1812 15th St Oregon City 97045

Mail Address

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB04200 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583461

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00

Improvement Type : 131 Sgl Family,R1-3,1-Story

Subdivision/Plat Neighborhood Code

: Oregon City Older

: Crooks Add

Land Use

: 101 Res, Residential Land, Improved

Block: 2

Legal

: 389 CROOKS ADD LT 6

: 2 Bedrooms Bathrooms : 1.00 Full Baths : 1 Half Baths Fireplace Heat Type : Stove Floor : Fir Stories : 1 Garage SF

BldgLivingSqFt : 1.034 1st Floor SqFt : 1,034 UpperFinSqFt Finished SqFt : 1,034 AbvGrdSqFt : 1,034 UpperTotSqFt UnFinUpStySqFt Bsmt Fin SaFt

PROPERTY CHARACTERISTICS

Bsmt Unfin SqFt Bsmt Total SqFt

Mkt Land : \$56,188 Mkt Structure : \$40,970 Mkt Total : \$97,158 %Improved : 42

BldgSqFt : 1,034

Year Built : 1925

Roof Shape: Gable

Exterior Fin: Rustic

Foundation: Post Pier

Roof Type : Composition

: 5.247

Lot Acres : .12

Lot SqFt

ASSESSMENT AND TAX INFORMATION

M50AssdTotal: \$67,586 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$1.228.72 Millage Rate : 18.1800

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	:		:	:
:	:		:	:
•				
•			:	:
•			•	•
•	•		•	•



Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address

: 1714 16th St Oregon City 97045

Mail Address

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB03100

T: 02S R: 02E S: 32 Q: NE QQ: NW Parcel Number : 00583354

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00

Improvement Type : 141 Sgl Family,R1-4,1-Story

Subdivision/Plat

: Oregon City Older

Neighborhood Code Land Use

: 101 Res, Residential Land, Improved

Legal

: SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 03100

Block: 1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$95,032 Mkt Structure : \$196,450

Mkt Total : \$291,482

%Improved : 67

M50AssdTotal: \$186,317 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$3.387.25 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

: 3 BldgLivingSqFt Bedrooms : 1.640 BldgSqFt : 1,640 : 2.00 1st Floor SqFt Lot Acres : .34 Bathrooms : 1,262 UpperFinSqFt Lot SqFt Full Baths : 2 : 378 : 15,000 Finished SqFt Year Built : 1920 Half Baths : 1,640 AbvGrdSqFt Foundation: Concrete : Single Fireplce Fireplace : 1,640 : Forced Air-Gas Roof Type : Composition Heat Type UpperTotSqFt : 378 Floor : Tile UnFinUpStySqFt Roof Shape: Gable Stories : 1 Bsmt Fin SaFt Exterior Fin: Bevel Siding Garage SF : 444 Bsmt Unfin SqFt

Bsmt Total SqFt

Owner(s):Providence Health & Services	Date :	Doc#	Price :	Deed :
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:



Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health/Services-O Owner

CoOwner

Site Address

: 1716 16th St Oregon City 97045

Mail Address

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AB03000 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583345

: Clackamas (OR) County

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract

: 224.00 Block: 1

Improvement Type

: 131 Sgl Family, R1-3,1-Story

Subdivision/Plat Neighborhood Code : Debbie Acres : Oregon City Older

Land Use

: 101 Res, Residential Land, Improved

Legal

: SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 03000

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$69,136

Mkt Structure : \$131,450 Mkt Total : \$200,586

%Improved : 66

M50AssdTotal: \$138,300 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$2.514.30 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

: 3 Bedrooms Bathrooms : 1.00 Full Baths : 1 Half Baths

: Single Fireplce

: Forced Air-Oil Heat Type Floor : Tile : 1

Stories Garage SF

Fireplace

BldgLivingSqFt : 1.401 1st Floor SqFt : 1,401 UpperFinSqFt

Finished SqFt : 1,401 AbvGrdSqFt : 1,401

UpperTotSqFt UnFinUpStySqFt Bsmt Fin SaFt

Bsmt Unfin SqFt Bsmt Total SqFt

BldgSqFt : 1,401 Lot Acres : .17 Lot SqFt : 7.500

Year Built : 1904 Foundation: Post Pier Roof Type : Composition

Roof Shape: Gable Exterior Fin: Bevel Siding

TRANSFER INFORMATION

Owner(s) Date Doc# **Price** Deed :Providence Health/Services-O :05/15/2015 015-028371 :\$255,000 :Warranty :Wright Andre P :12/17/2002 002-123732 :\$159.900 :Warranty :Andrilenas Edward J :\$70,500 :Warranty :08/30/2001 001-069648 :House Robert L/Linda K :Bargain & Sale :09/01/1998 0098-81411 :House Robert L :06/04/1997 0097-42097 :\$55,000 :Warranty



Site Address

Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

: 1720 16th St Oregon City 97045

: 4400 NE Halsey St #2 Portland Or 97213 Mail Address

Ref Parcel Number: 22E32AB02900 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583336

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type Subdivision/Plat

: 131 Sgl Family, R1-3,1-Story

Neighborhood Code : Oregon City Older

Land Use Legal

Garage SF

: 101 Res, Residential Land, Improved

: SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 02900

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$51,684 Mkt Structure : \$120,720 Mkt Total : \$172,404

%Improved : 70

M50AssdTotal: \$117,518 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$2.136.48 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

: 3 BldgLivingSqFt Bedrooms : 1.490 BldgSqFt : 1,490 1st Floor SqFt Bathrooms : 1.00 : 1,138 Lot Acres : .11 UpperFinSqFt Lot SqFt Full Baths : 1 : 352 : 4,986 Finished SqFt Year Built : 1920 Half Baths : 1,490 AbvGrdSqFt Foundation: Concrete Fireplace : 1,490 : 352 Roof Type : Composition Heat Type : Forced Air-Gas UpperTotSqFt Floor UnFinUpStySqFt Roof Shape: Gable : Carpet Stories : 1 Bsmt Fin SaFt Exterior Fin: Aluminum

Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s) :Providence Health & Services	Date :	Doc#	Price :	Deed :
:	:		:	:
:	:		:	:
:	:		:	:
: :			:	:
•	•		•	•



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address : 1500 Division St Oregon City 97045

: 4400 NE Halsey St #2 Portland Or 97213 Mail Address

Ref Parcel Number: 22E32AB02100 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583265

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Stories

Garage SF

Census Tract : 224.00 Block: 1

Improvement Type : *unknown Improvement Code*

Subdivision/Plat : Aldercrest Acres

Neighborhood Code : Area 03 Commercial Oregon City Land Use : 201 Com.Commercial Land.Improved

Legal : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 02100

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$2,017,225 Mkt Structure : \$45,016,480

Mkt Total : \$47,033,705

%Improved : 96

M50AssdTotal: \$43,309,308 Mill Rate : 18.1800 Levy Code : 062002

14-15 Taxes

Millage Rate : 18.1800

Exterior Fin:

PROPERTY CHARACTERISTICS

Bedrooms BldgLivingSqFt BldgSqFt : 1st Floor SqFt Lot Acres : 8.36 Bathrooms UpperFinSqFt Lot SqFt Full Baths : 364,193 Year Built : 1961 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape:

> Bsmt Fin SaFt Bsmt Unfin SqFt

Bsmt Total SqFt

Date	Doo #		
	Doc#	Price	Deed
:		:	:
:		:	:
:		:	:
:		:	:
:		:	:
•			•
	: : : : :		



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner Site Address

: 1505 Division St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AB02200 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583274

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1 Improvement Type : 470 Medical Buildings

Subdivision/Plat

Legal

Neighborhood Code Land Use

: Area 03 Commercial Oregon City : 201 Com.Commercial Land.Improved : TOWNSHIP 2S RANGE 2E SECTION 32

: QUARTER AB TAX LOT 02200 SEE EXEMPT

: PORTION 02200E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$13,168 Mkt Structure : \$23,010 Mkt Total : \$36,178 %Improved : 64

M50AssdTotal: \$28,802 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$523.62 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : .37 UpperFinSqFt Lot SqFt : 16,025 Full Baths Year Built : 1974 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin: Garage SF

Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
	:		:	:
:	:		:	:
•	:		:	:
•				
•	:			



CoOwner

Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

Site Address

: 1508 Division St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AB02000 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583256

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1 : *unknown Improvement Code*

Improvement Type Subdivision/Plat

Neighborhood Code

Land Use

Legal

: Area 03 Commercial Oregon City : 201 Com.Commercial Land.Improved

: TOWNSHIP 2S RANGE 2E SECTION 32

: QUARTER AB TAX LOT 02000 SEE EXEMPT

: PORTION 02000E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$317,846

Mkt Structure : \$10,092,870 Mkt Total : \$10,410,716

%Improved : 97

M50AssdTotal: \$9,364,280 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$169.801.91

Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : 1.72 UpperFinSqFt Lot SqFt Full Baths : 75,094 Year Built : 1962 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin: Garage SF

Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed	
:Providence Health & Services	:		:	:	
:	:		:	:	
:	:		:	:	
:	:		:	:	
:	:		:	:	
				•	



Site Address

Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

: 1510 Division St Oregon City 97045

Mail Address : 1510 Division St Oregon City Or 97045

Ref Parcel Number: 22E32AB01900 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583247

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1 : 564 Medical Office Buildings

Improvement Type

Subdivision/Plat

Neighborhood Code

Land Use Legal

: Area 03 Commercial Oregon City

: 201 Com.Commercial Land.Improved : TOWNSHIP 2S RANGE 2E SECTION 32

: QUARTER AB TAX LOT 01900 SEE EXEMPT

: PORTION 01900E2

ASSESSMENT AND TAX INFORMATION

: 18.1800

Mkt Land : \$298,571

Mkt Structure : \$3,323,980

Mkt Total : \$3,622,551

%Improved : 92

Millage Rate

M50AssdTotal: \$3,375,144 Mill Rate : 18.1800 Levy Code : 062002 : \$60.552.50 14-15 Taxes

PROPERTY CHARACTERISTICS

Bedrooms Bathrooms

Full Baths Half Baths Fireplace

Heat Type Floor Stories

Garage SF

BldgLivingSqFt 1st Floor SqFt UpperFinSqFt Finished SqFt AbvGrdSqFt UpperTotSqFt

UnFinUpStySqFt Bsmt Fin SaFt Bsmt Unfin SqFt Bsmt Total SqFt

BldgSqFt :

Lot Acres : 1.35 Lot SqFt : 58,725 Year Built : 1995

Foundation: Roof Type: Roof Shape: Exterior Fin:

TRANSFER INFORMATION

Owner(s) Date Doc# **Price** Deed :Providence Health & Services :00/00/2009 009-005465 :Deed :Strickland Caroline E Trste :00/00/1978 078-051134 :Deed



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner Site Address

: 1511 Division St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AB02800 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583327

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type Subdivision/Plat

: 121 Sgl Family,R1-2,1-Story : Old Oregon Trail Summer Hm Sit

Neighborhood Code

: Oregon City Older

Land Use Legal

Garage SF

: 100 Vacant.Residential Land

: SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 02800

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$75,328

Mkt Structure

Mkt Total : \$75,328

%Improved

M50AssdTotal: \$72,998 : 18.1800 Mill Rate Levy Code : 062002 14-15 Taxes : \$1.272.04 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms BldgLivingSqFt BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : .18 UpperFinSqFt Lot SqFt : 7,990 Full Baths Finished SqFt Year Built : 1900 Half Baths AbvGrdSqFt Foundation: Post Pier Fireplace Roof Type : Composition Heat Type : Stove UpperTotSqFt Floor : Fir UnFinUpStySqFt Roof Shape: Gable Stories : 1 Bsmt Fin SaFt Exterior Fin: Rustic

> Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:



Prepared By: Heather Listy Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address : 1600 Division St Oregon City 97045

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AB01201 T: 02S R: 02E S: 32 Q: NE QQ: NW

Parcel Number : 00583167

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Garage SF

Census Tract : 224.00 Block: 1

Improvement Type : 131 Sgl Family,R1-3,1-Story

Subdivision/Plat : Emerald Mdws D Neighborhood Code : Oregon City Older

Land Use : 101 Res, Residential Land, Improved

Legal : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AB TAX LOT 01201 SEE EXEMPT

: PORTION 01201E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$177,507 Mkt Structure : \$84,930 Mkt Total : \$262,437 %Improved : 32

M50AssdTotal: \$262,437 Mill Rate : 18.1800 Levy Code : 062002 14-15 Taxes : \$4.447.40 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms BldgLivingSqFt BldgSqFt : 1st Floor SqFt Lot Acres : 1.18 Bathrooms UpperFinSqFt Lot SqFt Full Baths : 51,388 Finished SqFt Year Built : 1969 Half Baths AbvGrdSqFt Foundation: Concrete Fireplace Roof Type : Composition Heat Type : Forced Air-Gas UpperTotSqFt Floor UnFinUpStySqFt Roof Shape: Gable : Carpet Stories : 1 Bsmt Fin SaFt Exterior Fin: Bevel Siding

Bsmt Unfin SqFt

Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed	
:Providence Health & Services	:		:	:	
:	:		:	:	
:	:		:	:	
:	:		:	:	
:	•		•	:	
•			•		



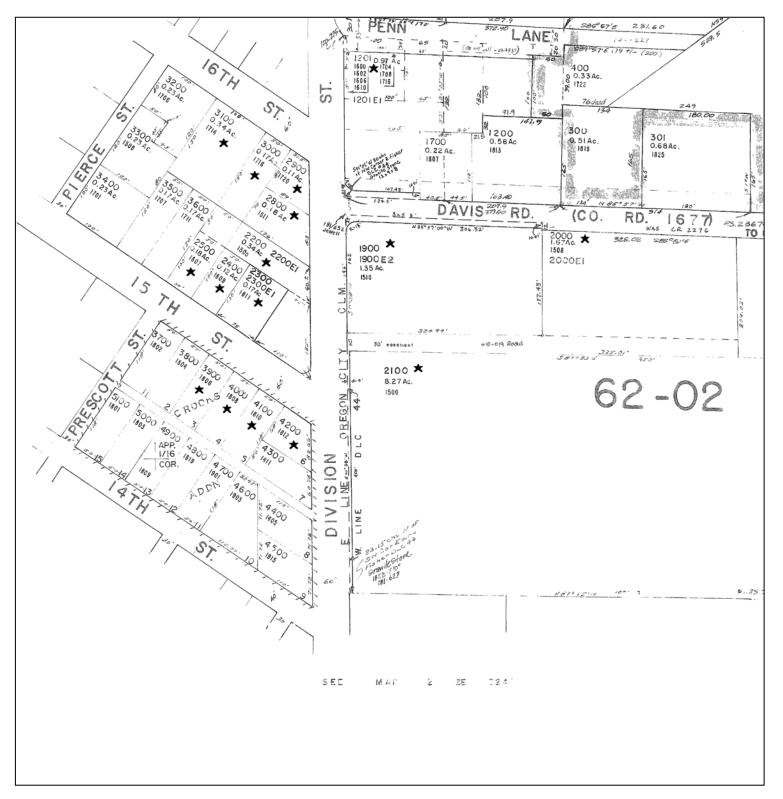
WFG National Title Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223 Phone: 503.603.1700

Fax: 888.833.6840





Parcel #: 00583461 / 22E32AB04200



WARRANTY DEED

GRANTOR: Robert G. Ramsour, Trustee

GRANTEE: Division Street Properties II, L.L.C.

Until a change is requested, all tax statements shall be sent to the following address: Division Street Properties II, L.L.C. 1505 Division Street

Oregon City, OR 97045

Escrow No. 678889CD

Title No. C678889-RH

After recording return to: Division Street Properties II, L.L.C. 1505 Division Street Oregon City, OR 97045

STATUTORY WARRANTY DEED

ROBERT G. RAMSOUR and JUDITH J. RAMSOUR, TRUSTEES for the ROBERT G. RAMSOUR TRUST w/d/t 4/3/91, and ROBERT G. RAMSOUR and JUDITH J. RAMSOUR, TRUSTEES for the JUDITH J. RAMSOUR TRUST widt:
4/3/91 as tenants in common, each with an undivided one-half interest Grantor, conveys and warrants to DIVISION STREET PROPERTIES II, L.L.C., an Oregon limited liability company Grantee, the following described real property free of encumbrances except as specifically set forth herein situated in Clackamas County, Oregon, to wit:

SEE 'LEGAL DESCRIPTION' ATTACHED HERETO AND BY REFERENCE MADE A PART HEREOF.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930. The said property is free from encumbrances except: Covenants, Conditions, Restrictions, Reservations, Set Back Lines, Powers of Special Districts, and Easements of Record, if any; 1998-99 taxes which are a lien due but not yet payable.

The true consideration for this conveyance is \$140,000.00** (Here comply with the requirements of ORS 93.030)

**which is paid to an accommodator as part of a 1031 deferred exchange.

Dated this / day of Alphametre 19 78

Robert G. Ramsour, Trustee for the G. Ramsour Trust u/d/t 4/3/91 and

This Space Reserved for Recorder's Use

State of Oregon, County of Multmoman

The foregoing instrument was acknowledged before me this _____ day of ____ Robert G. Ramsour, Trustee and Judith J. Ramsour, Trustee on behalf of said trusts.

dana K. Skeau Notary Public for Oregon
My commission expires: 9/26/99 OFFICIAL SEAL
DEANA L FREAUF
NOTARY PUBLIC-OREGON
COMMISSION NO. 047385
MY COMMISSION EXPIRES SEPT 26, 1999

98-083584

10

TICOR TITLE INSURANCE

EXHIBIT 'A'

LEGAL DESCRIPTION

That portion of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning 100 feet Easterly at right angles from a point which is 200 feet Southerly at right angles from a point on a Southerly line of 16th Street, which is 1220 feet Easterly from the Northeast corner of Block 173, Oregon City, Oregon; thence running Southerly at right angles from said Easterly line 100 feet; thence Westerly at right angles 50 feet; thence Northerly at right angles 100 feet; thence Easterly at right angles 50 feet to the place of beginning.

STATE OF OREGON 98-083584 CLACKAMAS COUNTY Received and placed in the public records of Clackamas County RECEIPT# AND FEE: 78048 \$48.00 DATE AND TIME: 09/08/98 10:13 AM JOHN KAUFFMAN, COUNTY CLERK



Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk

2012-003000

01/24/2012 08:39:38 AM Cnt=1 Stn=7 BARBARASTR \$25.00 \$16.00 \$10.00 \$16.00

\$67.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES - OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

Page 1 of 3 - QUIT CLAIM DEED FOR MERGER DCAPDX 739104 v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930. AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

By: Mully M. Handkins

Title: ____ CFO

STATE OF OREGON)

County of MU Thomah) ss.

Personally appeared before me this day of day of www. 2012, Swelly through who, being duly sworn, did say that he/she is the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher Donation Land Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at a granite stone 18 inches by 12 inches by 10 inches marked "A" and set in the West line of the said Fisher Donation Land Claim, 23.15 chains North 0°38' East from the Southwest corner thereof, which point is the Southwest corner of a tract conveyed to George O. Jewell by Deed recorded November 2, 1925 in Book 181, page 632, Deed Records; thence South 87°53' East 950 feet to a point; thence North 0°38' East parallel with the West line of said Donation Land Claim 400 feet to a point; thence North 87°54' West 950 feet to a point on the West line of said Donation Land Claim; thence South 0°38' West along said West line 400 feet to the point of beginning.

EXCEPTING THEREFROM that portion thereof included in a tract described in Deed to Rivergate Development Company, an Oregon corporation recorded April 25, 1997 as Fee No. 97030876, Records of Clackamas County and described as follows:

All of that property lying West of the East line of the tract described in deed to Willamette Falls community Hospital recorded January 15, 1979, Clackamas County Deed as Fee No. 79-1768, and East of the following described West line of the parcel conveyed herein which is part of the Ezra Fisher and wife Donation Land Claim No. 44, in the Northeast 1/4 of Section 32, Township 2 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon:

Commencing at the Northeast corner of that tract of land described in deed to Mountain Park Health Care Facilities, Inc., recorded July 23, 1985, Clackamas County Recorders Deed as Fee No. 85-25376, which corner is on the South line of that tract described in deed to doctors Hospital Association, Inc., recorded December 27, 1957 in Clackamas County Book 534, page 590; thence, continuing 144.60 feet along said 220-foot radius curve right through a central angle of 37°39'28", the long chord of which bears North 43°26'56" East, 142.01 feet to a point of reverse curvature; thence 130.41 feet along the arc of a curve left, the radius of which is 180.00 feet, the central angle is 41°30'37, and the long chord bears North 41°32'22" East, 127.58 feet to the East line of said Doctors Hospital Association, Inc. tract, which is also the West line of that tract described in deed to willamette Falls Community Hospital recorded January 15, 1979, clackamas County Deed as Fee No. 79-1768; thence continuing 63.25 feet along said 180-foot radius curve left through a central angle of 20°08'03", the long chord of which bears North 10°42'02" East, 67.93 feet to a point of tangency which lies 40.00 feet Westerly of, when measured perpendicular to, the East line of said Willamette Falls Community Hospital tract; thence, parallel with an 40.00 feet from the East line of said Willamette Falls Community Hospital tract, North 00°38'00" East, 339.07 feet to the North line thereof, being on the South line of David Road and the terminus of the line described said line, including the arc length, central angles, and long chords, to be adjusted as necessary to insure that it passes through the tract corners called, and runs parallel with and immediately adjacent to the tract lines cited and the Easterly and Westerly lines of said strip to lengthen and shorten as necessary to begin and terminate on the tract lines cited.

EXCEPTING THEREFROM that portion lying within the boundaries of Trillium Park Drive.

ALSO EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded October 24, 2007 as Fee No. 2007-091355.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583265 Ref Parcel Number: 22E32AB02100 Site Address: 1500 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk 2012-003001

01/24/2012 08:39:38 AM Cnt=1 Stn=7 BARBARASTR

D-D Cnt=1 Stn=7 B/ \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax</u> statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES — OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30,930. AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855. OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

Printed Name Title:

and deed.

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

	A.	
STATE OF OREGON)	
County of My Hnomah) ss	
•	_/	
Personally appeared	before me this <u>lith</u> day of <u>huwan</u> y, 20	12, Shelly throlling
who, being duly sworn, did	say that he/she is the (\mathcal{A})	of Willamette
Falls Hospital, an Oregon	nonprofit corporation, that the foregoing i	nstrument was signed on

behalf of said company, and that he/she acknowledged said instrument to be his/her/voluntary act

OFFICIAL SEAL

GLENDA L FOSSUM-SMITH

NOTARY PUBLIC-OREGON

COMMISSION NO. 461117

MY COMMISSION EXPIRES AUGUST 18, 2015

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

A portion of the Northwest quarter of the Northeast quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, Clackamas County, Oregon, described as follows:

Beginning at the intersection of the Northerly line of 15th Street and the Westerly line of Division Street in the City of Oregon City; thence Northwesterly along the Northerly line of said 15th Street, 185 feet, more or less, to the most Westerly corner of that tract of land conveyed to L.P. Gambee, et ux, by deed recorded July 18, 1972, under Recorder's Fee No. 72-20949; thence at right angles to said roadway and along the Westerly line of said Gambee tract, 100 feet to the most Northerly corner thereof; thence at right angles to the last mentioned line, 50 feet to the most Westerly corner of that tract of land conveyed to L. Phaon Gambee, et ux, by deed recorded May 1 7, 1973, under Recorder's Fee No. 73-15330; thence Northeasterly along the Westerly line of the last mentioned Gambee tract, 50 feet, to the Northwesterly corner thereof; thence tracing the Northerly line of said tract, 136 feet to the West line of Division Street; thence Southerly along the Westerly line of said Division Street, 185 feet, more or less, to the place of beginning.

Excepting Therefrom that parcel contained in a Quitclaim Deed to the City of Oregon City, a municipal corporation, recorded April 11, 1963, in Book 620, Page 8.

And Further Excepting Therefrom that parcel conveyed to L.P. Gambee and Patricia I Gambee, husband and wife, by deed recorded July 18, 1972, Recorder's No. 72 20949, which said excepted parcel is described as follows:

Beginning at the Northeast corner of Block 173, Oregon City; thence Southeasterly along the Southerly line of Sixteenth Street 1220 feet; thence at right angles Southeasterly 200 feet; thence Southeasterly at right angles 100 feet to the true point of beginning; thence continuing Southeasterly 75 feet; thence at right angles Southwesterly 100 feet to Northerly side of Fifteenth Street; thence Northwesterly at right angles along Northerly side of Fifteenth Street 75 feet; thence Northeasterly at right angles 100 feet to the true point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583274

Ref Parcel Number: 22E32AB02200

Site Address: 1505 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk

2012-003002

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax statements shall be sent to:</u>

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855. OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
WY COMMISSION EXPIRES AUGUST 18, 2015

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

STATE OF OREGON)
County of Multhomah) ss.
Personally appeared before me this the day of the sum 2012, Shelly thanking who, being duly sworn, did say that he/she is the of Willamette
who, being duly sworn, did say that he/she is the
Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on
behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act
and deed.

NOTARY PUBLIĆ F

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher Donation Land Claim situated in the Northeast one-quarter of Section 32, Township 2 South, Range 2 East, of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, being more particularly described as follows, to-wit:

Beginning at an iron rod in the Easterly right of way line of Division Street, which iron rod is the Northwest corner of that certain tract of land conveyed to the Doctor's Hospital Association, Inc. by Deed recorded December 27, 1957 in Deed Book 534, page 590, Deed Records, Clackamas County, Oregon. From said place of beginning; thence South 87°51'07" East along the North line of said Doctor's Hospital Association Inc. Tract, 324.99 feet to an iron pipe; thence continuing South 87°51'07" East along said Doctor's Hospital Association Inc. Tract North line 325.01 feet to an iron pipe; thence leaving said North line North 0°38' East 209.03 feet to an iron pipe in the Southerly right of way line of Davis Road; thence North 86°23' West along the Southerly right of way line of said Davis Road 325.02 feet to an iron pipe; thence leaving said Southerly right of way line of Davis Road, South 0°38' West 187.44 feet to an iron pipe; thence North 87°51'07" West 324.99 feet to an iron rod set in the Easterly right of way line of said Division Street; thence South 0°38' West along said Easterly right of way line of Division Street 30.02 feet to the place of beginning.

TOGETHER WITH an easement for underground drainage line as set forth in document recorded September 5, 1962 in book 610, page 19 being 5 feet in width lying and being 2 1/2 feet on either side of the following described center line:

Beginning at an iron rod in the Easterly right of way line of Division Street, in the Northeast 1/4 of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the Ezra Fisher donation Land Claim, which iron rod is the Northwest corner of that certain tract of land conveyed to the Drs. Hospital Association, Inc., by Deed recorded December 27, 1957 in Deed Book 534, page 590, Deed Records of Clackamas County, Oregon; running thence North 0°38' East, along said Easterly right of way line of Division Street 30.02 feet to an iron rod; thence South 87°51'07" East, 324.99 feet to the Westerly boundary of the tract above described; thence North 0°38' East, tracing said Westerly boundary, 60 feet to the point of beginning of the easement center line to be described; thence North 45° West, 22 feet to a point and terminus of said easement center line.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City for road and utility purposes by instrument recorded February 13, 2002 as Fee No. 2002-014847.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583256

Ref Parcel Number: 22E32AB02000

Site Address: 1508 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk

2012-003003

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax statements shall be sent to:</u>

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX 739104 v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855. OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

and deed.

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

Printed Name: Shelly Nr. Hand kins
Title: CFO
•
STATE OF OREGON)
,
County of Mulman) ss.
County of N(N) N(N)
Personally appeared before me this 6th day of 12012, Shelly Hundle, he who, being duly sworn, did say that he/she is the 6th Willamette
who, being duly sworn, did say that he/she is the (47)
Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on
behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX 739104 v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher Donation Land Claim situated in the Northeast quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at an iron rod in the Easterly right of way line of Division Street, which rod marks the Northwest corner of that 30 foot strip of land described in that deed to Graeme Strickland, et ux, recorded in Clackamas County Deed Book 610, page 19; thence South 87°51'07" East along the Northerly line of said 30 foot strip 324.99 feet to an angle corner in said tract of land; thence North 0°38' East along the West line of said tract 187.44 feet to the most Northerly Northwest corner of said Strickland tract and a point in the Southerly line of Davis Road; thence North 86°23' West along said Southerly line 325 feet, more or less, to a point in the Easterly line of said Division Street; thence South 0°38' West 196 feet, more or less, to the point of beginning.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded March 8, 2004 as Fee No. 2004-019351.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583247 & 01718136

Ref Parcel Number: 22E32AB01900 & 22E32AB1900E2

Site Address: 1510 Division St. & 1510 Division St #A, Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Clackamas County Official Records 2012-003004 Sherry Hall, County Clerk 01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax statements shall be sent to:</u>

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX 739104 v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

Printed Name.

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

STATE OF OREGON)
County of MUltromah) ss.

Personally appeared before me this the day of who, being duly sworn, did say that he/she is the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

NOTARY PUBLIC FOR

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX 739104 v1

Exhibit A Legal Description of the Property [See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning in the Easterly extension of the Southerly line of 16th Street, 1280.00 feet, more or less, Easterly, along Easterly extension, from the Northeast corner of Block 173, Oregon City; thence at right angles Southerly 80.00 feet to the Southwest corner of a tract conveyed to Gerald T. Shaw, et ux, recorded October 6, 1964, in Book 647, Page 407, Deed Records, also being the most Northerly corner of that tract conveyed to William 0. Moore, et ux, recorded June 9, 1964, in Book 641, Page 235, Deed Records and the true point of beginning of the tract herein to be described; thence Southeasterly along the Northerly boundary of said Moore tract 89.00 feet to the Westerly line of Division Street; thence Southerly along the Westerly line of Division Street, a distance of 83.00 feet to the Northeast corner of a tract conveyed to William B. Miller, et ux, recorded August 6, 1938, in Book 249, Page 363, Deed Records; also being the most Southerly corner of said Moore tract; thence Northwesterly along the Southerly line of said Moore tract a distance of 136.00 feet to the Southwest corner thereof; thence Northeasterly along the Northwesterly line of said Moore tract a distance of 70.00 feet to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583327

Ref Parcel Number: 22E32AB02800

Site Address: 1511 Division St., Oregon City 97045

Portland, OR 97213

Grantee's name and address:

Grantor's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk

2012-003006

01/24/2012 08:39:38 AM

Cnt=1 Stn=7 BARBARASTR \$30.00 \$16.00 \$10.00 \$16.00

\$72.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES - OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

Page 1 of 3 - QUIT CLAIM DEED FOR MERGER DCAPDX 739104 v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855. OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

Printed Name:

Title:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

STATE OF OREGON)

County of Multinimuh)

Personally appeared before me this the day of the solution of Willamette who, being duly sworn, did say that he/she is the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

NOTARY PUBLIC FOR

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

TRACT A:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point North 1°5' East 264 feet and South 85°57' East 231 feet from the Southwest corner of a tract conveyed to John Naught by deed recorded in Book "X", page 397, Deed Records; thence continuing South 85°57' East 91.90 feet to the Northwest corner of a tract conveyed to Orlie M. Hemphill, et ux, by deed recorded in Book 321, page 51, Deed Records; thence South 1°00' West 120 feet; thence North 85°57' West 91.90 feet; thence North 1°00' East 120 feet to the true point of beginning.

EXCEPTING THEREFROM the North 20 feet, being situated in Penn Lane.

ALSO EXCEPTING THEREFROM that portion conveyed to the City of Oregon City by Deed of Dedication recorded April 25, 2011 as Instrument No. 2011-024837

TRACT B:

A tract of land in the Northwest one-quarter of the Northeast one-quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, and being within the Ezra Fisher Donation Land Claim, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning on the West line of said Donation Land Claim at the Northwest corner of the tract of land described in a Deed to J.E. Boyer recorded in Book 100, page 275, which corner is established by said deed as being South 1°05' West 1716 feet (26 chains) from the Northwest corner of said Donation Land Claim; thence South 85°57' East along the North line of said Boyer tract 100 feet; thence South 1°05' West, parallel with said claim line, 52 feet to the Northeast corner of the tract described in Deed to Donn J. Crone recorded under Fee No. 67-002664; thence North 87°57' West along the North line of said Crone tract 100 feet to the West line of said Donation Land Claim; thence North 1°05' East along said claim line 52 feet to the point of beginning.

EXCEPTING THEREFROM that portion conveyed to the City of Oregon City by Deed of Dedication recorded April 25, 2011 as Instrument No. 2011-024837

TRACT C:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at the Northwest corner of a tract of land described in Book 100, page 275, Deed Records of Clackamas County, Oregon, which corner is on the west line of the Ezra Fisher Donation Land Claim No. 44 at a point South 1°05' West 26 chains from the Northwest corner of said Donation Land Claim; thence South 1°05' West along the West line of said Fisher Donation Land Claim 52.0 feet to the true point of beginning; thence South 85°57' East 100 feet; thence South 1°05' West 50.00 feet; thence North 85°57 West 100 feet to the West line of said Fisher Donation Land Claim; thence North, tracing the West line of

said Fisher Donation Land Claim, 50.0 feet to the point of beginning.

EXCEPTING THEREFROM that portion conveyed to the City of Oregon City by Deed of Dedication recorded April 25, 2011 as Instrument No. 2011-024837

TRACT D:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point 112.00 feet North 1°5' East from the Southwesterly corner of a tract of land deeded to J.E. Boyer by deed recorded September 30, 1907 in Book 100, page 275, Clackamas County Deed Records; thence in a Northerly direction along the Westerly line of said tract a distance of 50.00 feet; thence South 85°57' East 165.00 feet to the Easterly line of said tract; thence South 1°5' West along the Easterly line of said tract a distance of 50.00 feet; thence North 85°57' West 165.00 feet to the point of beginning.

TRACT E:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point that is South 1°05' West 30 chains from the Northwest corner of the Ezra Fisher Donation Land Claim; thence South 85°57' East 124.5 feet; thence North 1°05' East 112 feet; thence North 85°57' West 124.5 feet to the Donation Land Claim line; thence South 1°05' West 112 feet to the point of beginning.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded March 8, 2004 as Fee No. 2004-019351.

TRACT F:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning on the West line of said Donation Land Claim at the Northeast corner of the tract of land described in Deed to J.E. Boyer recorded in Book 100, page 275, Clackamas County Deed Records, which corner is established by said Deed as being South 1°05' West 1716 feet (26 chains) from the Northwest corner of said Donation Land Claim; thence South 85°57' East along the North line of said Boyer tract 100 feet to the true point of beginning; thence South 1°05' West, parallel with said claim line, 102 feet to the Southeast corner of the tract described in Deed to Donn J. Crone recorded under Fee No. 67-002664; thence South 85°57' East, parallel with the North line of said Boyer tract, 65 feet to a point on the East line thereof; thence North 1°05' East along the said East line 102 feet to the Northeast corner thereof; thence North 85°57' West 65 feet to the true point of beginning.

TRACT G:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of

the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at the Northwest corner of that certain tract of land conveyed to August Schunk and Minnie Schunk by deed recorded July 20, 1920 in Book 159, page 315, Deed Records of Clackamas County, Oregon; thence South 1° West along the West line of the tract described in said deed 152 feet, more or less, to the Northwest corner of that tract of land conveyed to A.O. Alldrege and wife by deed recorded in Book 107, page 126, Deed Records of Clackamas County, Oregon; thence South 85°57' East 66 feet; thence North 1° East 152 feet, more or less, to the North line of the said Schunk tract; thence North 85°57' West along the North line of said Schunk tract to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 0583167

Ref Parcel Number: 22E32AB01201

Site Address: 1600 Division St., Oregon City 97045

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213 Clackamas County Official Records 2012-003007 Sherry Hall, County Clerk

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INOUIRE ABOUT THE PERSON'S RIGHTS. IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930. AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

					•
STATE OF OREGON)					
County of Multman	SS.			 	
County of The Children		17	. 10	Cl.	11.

Personally appeared before me this bith day of who, being duly sworn, did say that he/she is the of Willamette

Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

That portion of the Northwest one-quarter of the Northeast one-quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at the Northeast corner of Block 173, Oregon City; thence Southeasterly along the Southerly line of Sixteenth Street 1220 feet; thence at right angles Southeasterly 200 feet; thence Southeasterly at right angles 100 feet to the true point of beginning; thence continuing Southeasterly 75 feet; thence at right angles Southwesterly 100 feet to Northerly side of Fifteenth Street; thence Northwesterly at right angles along Northerly side of Fifteenth Street 75 feet; thence Northeasterly at right angles 100 feet to the true point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583309

Ref Parcel Number: 22E32AB02500

Site Address: 1807 15th St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk

2012-003009

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax</u> statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INOUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

STATE OF OREGON)			-
Marildan) ss.			
County of Multnimah	_)			
			1	

Personally appeared before me this had a of home and the solution of the home who, being duly sworn, did say that he/she is the hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

NOTARY PUBLIC FOR

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at a point which is 150.00 feet Southerly at right angles from a point on the Southerly line of 16th Street, which is 1220.00 feet Easterly from the Northeast corner of Block 173, in Oregon City; thence running Southerly on said Southerly right angle line 50.00 feet; thence Easterly at right angles 50.00 feet; thence Northerly at right angles 50.00 feet; thence Westerly at right angles 50.00 feet to the place of beginning.

Also: Commencing at the most Easterly corner of Block 173 in Oregon City; thence running Easterly along the Southerly line of 16th Street, 1220 feet; thence Southerly at right angles 200 feet to the true point of beginning; thence continuing Southerly on the said right angle line 100 feet; thence Easterly at right angles 50 feet; thence Northerly at right angles 100 feet; thence Westerly at right angles 50 feet to the place of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583283

Ref Parcel Number: 22E32AB02300

Site Address: 1811 15th St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk 2012-003010

01/24/2012 08:39:38 AM Cnt=1 Stn=7 BARBARASTR

D-D Cnt=1 Stn=7 BA \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax statements shall be sent to:</u>

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

I IIIICU IVANIC.			
Title: CFO			
STATE OF OREGON)		
County of Mulmmah) ss.		
•	pefore me this <u>bth</u> da say that he/she is the	y of human 2012	2, Shelly Handkins of Willamette
Falls Hospital, an Oregon r	•		
behalf of said company, and			
and deed.			· .
GLENDA L F NOTARY PU	OSSUM-SMITH BLIC-OREGON	Glerdy	120 MZ

NOTARY PUBLIC FOR /

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

MY COMMISSION EXPIRES AUGUST 18, 2015

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at a point on the Southerly line of 16th Street, produced, which is 1120 feet Easterly from the Northeast corner of Block 173, OREGON CITY, according to the maps and plats thereof on file in the office of the County Recorder of said County and State; thence running Southerly, at right angles to said 16th Street 150 feet; thence Easterly, at right angles, 100 feet; thence Northerly, at right angles, 150 feet to the 16th Street, produced; thence Westerly, along said 16th Street, 100 feet to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583354

Ref Parcel Number: 22E32AB03100

Site Address: 1714 16th St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall, County Clerk 2012-003012

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax</u> statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010. TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30,930. AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, **OREGON LAWS 2009.**

DATED: Effective as of the date first written above.

OFFICIAL SEAL

GLENDA L FOSSUM-SMITH

NOTARY PUBLIC-OREGON

COMMISSION NO. 461117

MY COMMISSION EXPIRES AUGUST 18, 2015

GRANTOR:

Title:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

Printed Name: Shelly

STATE OF OREGON)
County of Mulmoman) ss.
Personally appeared before me this 6th day of 12012, Shelly through us who, being duly sworn, did say that he/she is the 6th of Willamette
who, being duly sworn, did say that he/she is the Art Willamette
Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on
behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act
and deed.

NOTARY PUBLIC FO

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning on the Easterly extension of the southerly line of 16th Street in Oregon City, 1260 feet Easterly from the most Easterly corner of Block 173, OREGON CITY; thence Southerly, at right angles to 16th Street, 80 feet; thence Easterly, at right angles to the last line, 89 feet to the Westerly line of Division Street; thence Northerly, on said Westerly line, 97 feet to the intersection with the Southerly line of said 16th Street extended Easterly; thence Westerly, along said Southerly line, 31.5 feet to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583336

Ref Parcel Number: 22E32AB02900

Site Address: 1720 16th., Oregon City 97045

st American Title Accommodation Recording Assumes No Liability

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records Sherry Hall. County Clerk 201

2012-003015

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax statements shall be sent to:</u>

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, **OREGON LAWS 2009.**

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

Printed Name. Size is the following the foll
Title: CFO 1
STATE OF OREGON)
STATE OF OREGON)
Λ. ((.) SS.
County of Multnamah) ss.
Personally appeared before me this from day of January 2012, Shelly thanking
day of general veloce me tins use and of general velocity 2012, Original property (1)
who, being duly sworn, did say that he/she is the CVD of Willamette
Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on
behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act
and deed

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX 739104 vi

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Lots 3, 4, 5, 6, 8 and 10, CROOKS ADDITION TO THE CITY OF OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon.

Parcel Number: 00583434, 00583443, 00583452, 00583461, 00583487 & 00583504

Ref Parcel Number 22E32AB03900, 22E32AB04000, 22E32AB04100, 22E32AB04200, 22E32AB04400 &

22E32AB04600

Site Address: 1806 15th St., 1808 15th St., 1810 15th St., 1812 15th St., 1405 Division St. & 1903 14th St.,

Oregon City 97045

Clackamas County Official Records Sherry Hall, County Clerk

2015-028371

05/15/2015 08:58:25 AM

Cnt=1 Stn=8 CINDY \$10.00 \$16.00 \$10.00 \$22.00

\$58.00



After recording return and send tax statements to: Providence Health & Services -Oregon 4400 NE Halsey, Bldg 2, Suite 190 Portland, OR 97213

File No.: NCS-728088-OR1 (RR)

Date:

May 11, 2015

STATUTORY WARRANTY DEED

Andre P. Wright, as an Individual, Grantor, conveys and warrants to Providence Health & Services -Oregon, an Oregon non-profit corporation, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

PART OF THE OREGON CITY CLAIM IN SECTION 32, TOWNSHIP 2 SOUTH, RANGE 2 EAST, OF THE WILLAMETTE MERIDIAN, IN THE CITY OF OREGON CITY, COUNTY OF CLACKAMAS AND STATE OF OREGON, DESCRIBED AS:

BEGINNING IN THE EXTENSION OF THE SOUTHERLY LINE OF 16TH STREET OF OREGON CITY, 1280 FEET EASTERLY FROM THE NORTHEAST CORNER OF BLOCK 173 IN SAID CITY; THENCE AT RIGHT ANGLES SOUTHERLY 150 FEET; THENCE AT RIGHT ANGLES WESTERLY 50 FEET; THENCE NORTHERLY AT RIGHT ANGLES 150 FEET TO THE SOUTHERLY LINE OF 16TH

STREET;

THENCE EASTERLY AT RIGHT ANGLES 50 FEET TO THE PLACE OF BEGINNING, BEING THE WEST 50 FEET OF THAT TRACT OF LAND DESCRIBED IN A CERTAIN DEED FROM JOHN W. LODER, ET UX, RECORDED IN BOOK 150, PAGE 0567, DEED RECORDS.

THE LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 01, 2008.

Subject to: Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is \$255,000.00. (Here comply with requirements of ORS 93.030)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

C	ated	this	12	day	of	Мау,	2015.

Andre P. Wright

STATE OF Oregon

)ss.

County of Mi

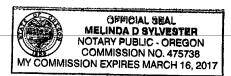
Multnomah

This instrument was acknowledged before me on this $\perp \underline{\bigcup}$ day of May, 2015 by Andre P. Wright

Name: MolindAD Squestee

Notary Public for Oregon

My commission expires: 2-16-2017





Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address : *no Site Address*

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AA00400 T: 02S R: 02E S: 32 Q: NE QQ: NE

Parcel Number : 00583023

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type

: *unknown Improvement Code*

Subdivision/Plat

Neighborhood Code : Area 03 Commercial Oregon City

Land Use Legal

Garage SF

: 200 Vacant.Commercial Land : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AA TAX LOT 00400

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$331,674

Mkt Structure

Mkt Total : \$331,674

%Improved

M50AssdTotal: \$232,800 Mill Rate : 18.1800 Levy Code : 062002

14-15 Taxes

Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Lot Acres : 1.32 Bathrooms UpperFinSqFt Lot SqFt Full Baths : 57,604 Finished SqFt Year Built : Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin:

Bsmt Unfin SqFt

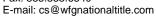
Bsmt Total SqFt

Owner(s) :Providence Health & Services	Date :	Doc#	Price :	Deed :
:	:		:	:
:	:		:	:
:	:		:	:
<u>:</u>	:		:	:
•	•			•



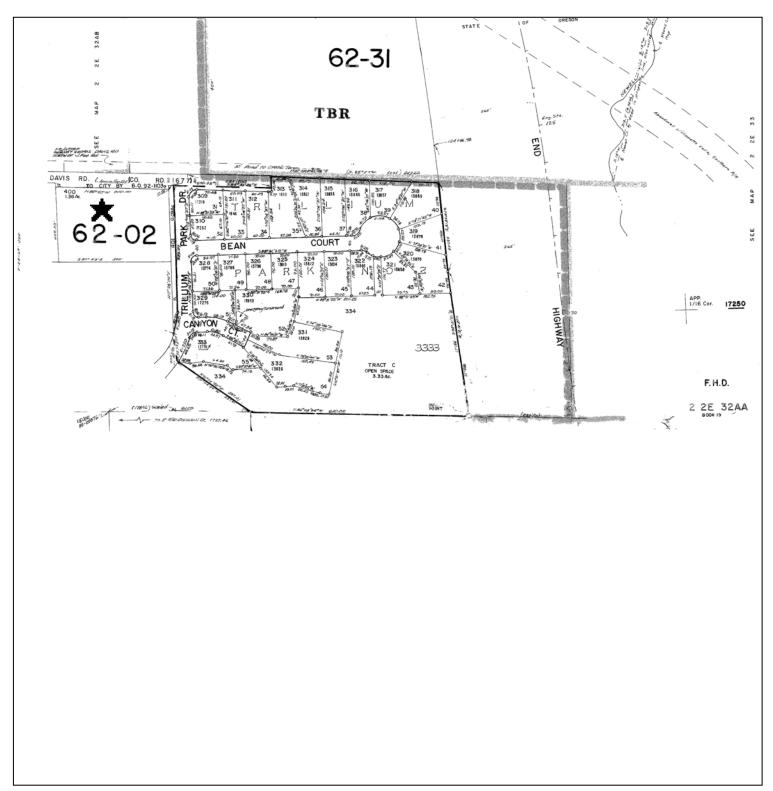
WFG National Title Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223 Phone: 503.603.1700

Fax: 888.833.6840





Parcel #: 00583023 / 22E32AA00400



Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213 Clackamas County Official Records
Sherry Hall, County Clerk
2012-003005

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00 \$62.00 \$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax</u> statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX 739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11. CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

Title:	CFO '	

STATE OF OREGON) ss.

County of Mil Inline ()

Personally appeared before me this the day of the who, being duly sworn, did say that he/she is the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

NOTARY PUBLIC FOR

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher D.L.C. in the Northeast one-quarter of Section 32, Township 2 South, Range 2 East, of the Willamette Meridian, in the CITY OF OREGON CITY, in Clackamas County, Oregon, described as follows:

Beginning at a granite stone 18" x 32" x 10", marked "A" and set in the West line of the said Fisher D.L.C., 23.15 chains North 0°38' East from the Southwest corner thereof, said point also being the Southwest corner of a tract of land conveyed to Doctors Hospital Association, Inc., by Deed recorded in Book 534, Page 590, Clackamas County Deed Records; thence South 87°53' East along the South line of said tract, 950 feet to the Southeast corner thereof and the true point of beginning of the tract herein to be described; thence continuing South 87°53' East along an Easterly extension of the South line of said Doctors Hospital Association, Inc. tract, 51 feet to a point; thence North 0°38' East parallel with the East line of said Doctors Hospital Association, Inc. tract and the Northerly extension thereof, 609.03 feet to a point in the south line of Davis Road; thence North 85°51' West along the South line of Davis Road to the Northeast corner of a tract of land conveyed to Hospital Convalescent and Nursing Manor, Inc. by Deed recorded in Book 660, Page 789, Clackamas County Deed Records; thence South along the East line of said tract, 209.03 feet to a point in the North line of the said Doctors Hospital Association, Inc. tract; thence South 87°53' East along said North line 300 feet to the Northeast corner thereof; thence South 00 38' West along the East line of said Doctors Hospital Association, Inc. tract, 400 feet to the true point of beginning.

EXCEPTING THEREFROM that portion conveyed to Rivergate Development Company, an Oregon corporation by Warranty Deed recorded December 12, 1996 as Fee No. 96-091470.

ALSO EXCEPTING THEREFROM that property conveyed to the City of Oregon City by Deed recorded February 13, 2002 as Fee No. 2002-014847 in the records of Clackamas County, Oregon.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583023 & 01644386

Ref Parcel Number: 22E32AA00400 & 22E32AA00401

Site Address: No Site Address



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

CoOwner

Site Address : *no Site Address*

Mail Address : 4400 NE Halsey St #2 Portland Or 97213 Ref Parcel Number: 22E32AC00101 T: 02S R: 02E S: 32 Q: NE QQ: SW

Parcel Number : 00583577

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Census Tract : 224.00 Block: 1

Improvement Type : *unknown Improvement Code*

Subdivision/Plat : Brooks Add

Neighborhood Code : Area 03 Commercial Oregon City Land Use : 200 Vacant.Commercial Land

Legal : SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AC TAX LOT 00101

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$99,546

Mkt Structure

Mkt Total : \$99,546

%Improved

M50AssdTotal: \$94,891 Mill Rate : 18.1800 Levy Code : 062002

14-15 Taxes

Millage Rate : 18.1800

Exterior Fin:

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : .88 UpperFinSqFt Lot SqFt Full Baths : 38,410 Finished SqFt Year Built : Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape:

Stories Bsmt Fin SaFt Garage SF Bsmt Unfin SqFt

Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	•		:	
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:
:	:		:	:



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Trillium Pk Est Hmwnr Assn

CoOwner :

Site Address : *no Site Address*

Mail Address : PO Boy 464 Organ City O

Mail Address : PO Box 464 Oregon City Or 97045

Ref Parcel Number: 22E32AC07200 T: 02S R: 02E S: 32 Q: NE QQ: SW

Parcel Number : 01833378

County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid

Garage SF

Census Tract : 224.00 Block: 1

Improvement Type : *unknown Improvement Code*

Subdivision/Plat : Trillium Park 03

Neighborhood Code : Oregon City Newer Subdivisions Land Use : 100 Vacant,Residential Land

Legal : 3458 TRILLIUM PARK #3 TR F OPEN

: SPACE COMMON AREA

ASSESSMENT AND TAX INFORMATION

Mkt Land : Mkt Structure : Mkt Total :

%Improved

M50AssdTotal:

Mill Rate : 18.1800 Levy Code : 062002

14-15 Taxes

Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

BldgLivingSqFt Bedrooms BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : .08 UpperFinSqFt Lot SqFt Full Baths : 3,537 Finished SqFt Year Built : Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin:

Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:	:		:	:
:	:		:	:
:	•		•	:
:	:			:
•	:			
•	•		•	•
:	:		:	:



Prepared By: **Heather Listy** Prepared Date: 9/10/2015

WFG National Title - Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223

Phone: 503.603.1700 Fax: 888.833.6840

E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

: Providence Health & Services - Or Owner

: 224.00

CoOwner

Site Address

: 1404 Division St Oregon City 97045

Mail Address

: 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number: 22E32AC00201 T: 02S R: 02E S: 32 Q: NE QQ: SW

Parcel Number : 01324258

County : Clackamas (OR)

PROPERTY DESCRIPTION

: 470 Medical Buildings

Map Page & Grid

Census Tract

Improvement Type

Subdivision/Plat

Neighborhood Code

Land Use Legal

: Area 03 Commercial Oregon City

Block: 1

: 201 Com.Commercial Land.Improved

: SECTION 32 TOWNSHIP 2S RANGE 2E

: QUARTER AC TAX LOT 00201

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$353,978 Mkt Structure : \$4,842,410

Mkt Total : \$5,196,388

%Improved : 93

M50AssdTotal: \$4,947,249 Mill Rate : 18.1800 Levy Code : 062002

14-15 Taxes

Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms BldgLivingSqFt BldgSqFt : 1st Floor SqFt Bathrooms Lot Acres : 1.16 UpperFinSqFt Lot SqFt Full Baths : 50,688 Year Built : 1975 Finished SqFt Half Baths AbvGrdSqFt Foundation: Fireplace Heat Type UpperTotSqFt Roof Type: Floor UnFinUpStySqFt Roof Shape: Stories Bsmt Fin SaFt Exterior Fin: Garage SF

Bsmt Unfin SqFt Bsmt Total SqFt

Owner(s)	Date	Doc#	Price	Deed
:Providence Health & Services	:		:	:
	:		:	:
:	:		:	:
•	:		:	:
•				
•	:			

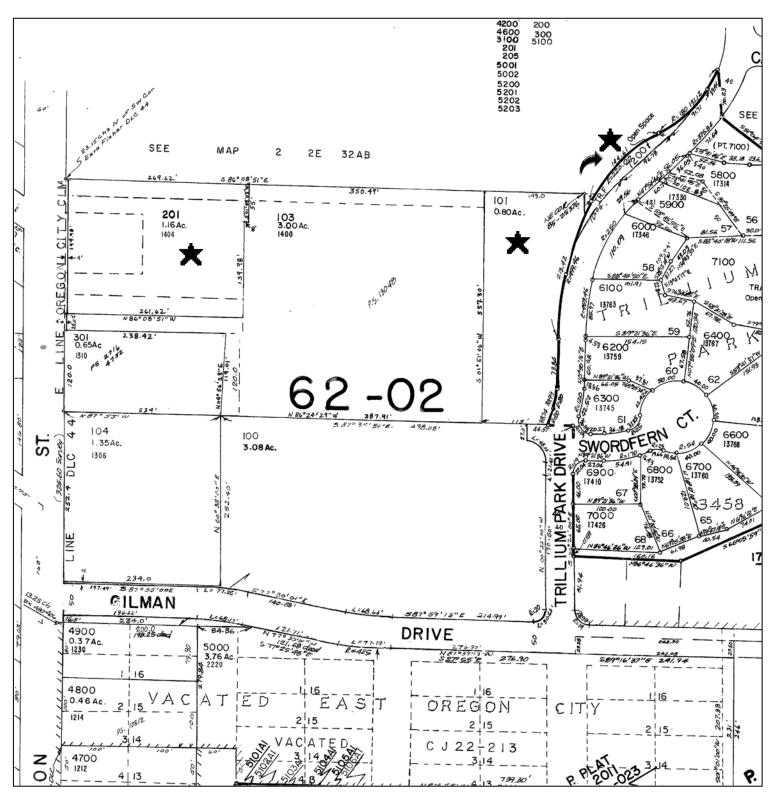


WFG National Title Customer Service Department 12909 SW 68th Pkwy # 350 Portland, OR 97223 Phone: 503.603.1700

Fax: 888.833.6840 E-mail: cs@wfgnationaltitle.com



Parcel #: 01324258 / 22E32AC00201



· ...

for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto Trillium Park Estates Homeowner's Association, Inc., an Oregon corporation

hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County Clackamas , State of Oregon, described as follows, to-wit:

Tract "E" being an open space tract shown on the The Trillium Park plat #3458 as Lot $\underline{\gamma_{loo}}$ and consisting of approximately 1.33 acres.

Tract "B" being an open space tract shown on The Trillium Park plat #3239 as Lot 134 and consisting of approximately 1/10th of an acre.

Tract "F" being an open space tract shown on The Trillium Park No. 3 plat #3458 as Lot 72.00 and consisting of approximately .077 of an acre.

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever. The true and actual consideration paid for this transfer, stated in terms of dollars, is \$ _____none OHOWEVER, the actual consideration consists of or includes other property or value given or promised which is the whole consideration (indicate which). (The sentence between the symbols 0, it not applicable, should be deleted. See ORS 93.030.) in construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals. In Witness Whereof, the grantor has executed this instrument this 16thday of November if a corporate grantor, it has caused its name to be signed and its seal affixed by an officer or other person duly authorized to do so by order of its board of directors. RIVERGATE DEVELOPMENT COMPANY THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT. THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES. AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30,930. a STATE OF OREGON, County of .. Multnomah This instrument was acknowledged before me on This instrument was acknowledged before me onJames H. Bean President. Rivergate Development Company OFFICIAL SEAL LINDA R. CLANTON
NOTARY PUBLIC - OREGON
COMMISSION NO.042881
MY COMMISSION EXPIRES APR. 09, 1999 Clanton Notary Public for Oregon

RECORDER'S USE

Rivergate Development Company 13803 Canyon Court Oregon City, OR 97045
Granter's Name and Address Trillium Park Estates HOA, In 13803 Canyon Court Oregon City, OR 97045 Grantes's Name and A After recording return to (Name, Address, Zip): James H. Bean 13803 Canyon Court Oregon City, OR 97045 Until requested atherwise send all tax statements to (Name, Add Trillium Park Estates HOA, Inc. 13803 Canyon Court Oregon City, OR 97045

My commission expires ...

STATE OF OREGON,

I certify that the within instru-

was received for record on the day of

ato'clock . SPACE RESERVED

in book/reel/volum 98-119898 Or as rec/1110/11NILL ment/microfilm/reception No.....,

STATE OF OREGON 98-119898

Received and placed in the public records of Clackamas County

RECEIPT# AND FEE: 84458 \$36.00 DATE AND TIME: 12/16/98 01:19 P JOHN KAUFFMAN, COUNTY CLERK 01:19 PM Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

<u>Until a change is requested, all tax</u> statements shall be sent to:

Same as above.

Clackamas County Official Records Sherry Hall, County Clerk

2012-002879

01/23/2012 02:37:59 PM

D-D Cnt=1 Stn=6 KARLYNWUN \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

Page 1 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930. AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

By: Shelly M. Handkins
Title: CFO

STATE OF OREGON) ss.
County of MU (In) mul)

Personally appeared before me this day of www, 2012, which who, being duly sworn, did say that he/she is the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.

OFFICIAL SEAL
GLENDA L FOSSUM-SMITH
NOTARY PUBLIC-OREGON
COMMISSION NO. 461117
MY COMMISSION EXPIRES AUGUST 18, 2015

NOTARY PUBLIC FOR

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

A tract of land in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, being a portion of the Ezra Fisher Donation Land Claim No. 44, more particularly described as follows:

Commencing at the 5/8 inch diameter iron rod on the West line of said claim that is North 01°49'03" East a distance of 1538.75 feet, more or less, from the Southwest corner of said claim, said iron rod also coincident with the East right-of-way of Division Street and marking the Southwest corner of that tract conveyed by deed to Doctors Hospital Association, recorded December 27, 1957 as Book 534, page 590, Clackamas County Records, and the true point of beginning; thence coincident with the South boundary of said Doctors Hospital Association tract South 86°08'51" East a distance of 269.62 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner Ross & Sporseen"; thence South 01°49'03" West a distance of 55.00 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen": thence North 86°08'51" West a distance of 8.00 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen"; thence South 01°49'03" East a distance of 139,98 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen"; thence North 86°08'51" West a distance of 261.62 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen" on the line that is the West line of Claim No. 44 and the East right-of-way of Division Street; thence North 01°49'03" East a distance of 194.98 feet along the line that is the West line of Claim No. 44 and the East right-of-way of Division Street to an iron rod, said iron rod being the true point of beginning.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded October 24, 2007 as Fee No. 2007-091354.

The legal description was created prior to January 01, 2008.

Parcel Number: 01324258

Ref Parcel Number 22E32AC00201

Site Address: 1404 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital c/o Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street

Portland, OR 97213

Clackamas County Official Records 2012-003011 Sherry Hall, County Clerk

01/24/2012 08:39:38 AM

Cnt=1 Stn=7 BARBARASTR \$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon Providence Real Estate/Property Management Providence Office Park Building 1, Suite 160 4400 NE Halsey Street Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES - OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

First American Title Accommodation Recording Assumes No Liability

Page 1 of 3 - QUIT CLAIM DEED FOR MERGER DCAPDX 739104 v1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855. OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

Title
STATE OF OREGON)
) ss.
County of Multingmah) ss.
Personally appeared before me this the day of many, 2012, welly trusticus who, being duly sworn, did say that he/she is the of Willamette
who being duly sworn did say that he/she is the
who, being duty swort, did say that he/she is the
Falls Hospital, an Oregon nonprofit corporation, that the foregoing instrument was signed on
behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act
and deed.
OFFICIAL SEAL
GI ENDA I FOSCIM SMITH

Page 2 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

NOTARY PUBLIC-OREGON COMMISSION NO. 461117 MY COMMISSION EXPIRES AUGUST 18, 2015

Exhibit A

Legal Description of the Property

[See attached.]

Page 3 of 3 – QUIT CLAIM DEED FOR MERGER DCAPDX_739104_v1

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

A tract of land in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, being a portion of the Ezra Fisher Donation Land Claim No. 44, described as follows:

Beginning at a granite stone, 18" x 12" x 10" marked "A", in the West line of said Claim, North 0°38' East 23.15 chains, more or less, from the Southwest corner of said Claim, said stone marks the Southwest corner of that tract conveyed to Doctors Hospital Association, Inc., recorded December 27, 2957 in Book 534, page 590, Deed Records; thence South 0°38' West along said claim line 340.00 feet to the Northwest corner of that tract of land conveyed to Mountain View Health Care Facilities, Inc., recorded December 6, 1974 as Fee No. 74-34104, Film Records; thence South 87°37' East 620 feet to the Southeast corner of that tract of land conveyed to Virgil E. Cumbo, et al, recorded May 17, 1974 as Fee No. 74-13171, Film Records and the true point of beginning of the tract herein to be described; thence North 0°38' East along the East line of said Cumbo tract 340.00 feet to the Southerly line of said Doctors Hospital Association, Inc., tract; thence South 87°37' East along the Southerly line of said Doctors Hospital tract 149.00 feet, more or less, to the Northeast corner of that tract of land conveyed to Mountain View Health Care Facilities, Inc., recorded May 15, 1973 as Fee No. 73-15022, Film Records; thence South along the Easterly boundary thereof 340 feet (345.00 feet by Deed) to the most Easterly Southeast corner thereof; thence North 87°37' West along said tract 34.00 feet to the Northeast corner of that tract conveyed to Hilltop Investors L.P., a Washington Limited Partnership by Deed recorded October 31, 1994, as Fee No. 94-86166, Clackamas County Records; thence North 87°35'51" West along the North line thereof 115 feet to the true point of beginning.

EXCEPTING THEREFROM that portion platted as TRILLIUM PARK III, being that portion lying Easterly of the Westerly boundary of Trillium Park Drive.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583577

Ref Parcel Number 22E32AC00101 Site Address: No Site Address

REPLINGER & ASSOCIATES LLC

TRANSPORTATION ENGINEERING

October 19, 2015

Ms. Laura Terway City of Oregon City PO Box 3040 Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION IMPACT ANALYSIS – PROVIDENCE WILLAMETTE FALLS MEDICAL CENTER – CP15-02 & ZC15-04

Dear Ms. Terway:

In response to your request, I have reviewed the materials submitted in support of the proposed comprehensive plan amendment and zone change associated with the revision of the master plan for the Providence Willamette Falls Medical Center. The relevant materials included the project narrative and the Transportation Impact Analysis (TIA). The TIA is dated July 23, 2015 and was prepared under the direction of Julia Kuhn, PE of Kittelson & Associates, Inc.

The proposed comprehensive plan amendment and zone change involves two parcels on the south side of 16th Street west of Division Street. The parcels are currently occupied by single-family residences. The comprehensive plan amendment and zone change would involve changing them to Mixed Use Employment (MUE). The likely development scenario would be for the property being rezoned to serve as parking facilities for the nearby medical facilities. The worst case analysis for the zone change assumed the site would be developed as a 6,000 square foot medical office building. A specific development is not proposed at this time.

The TIA provides a basis upon which the zone change can be evaluated for transportation impacts.

Comments

- Study Area. The study addresses the appropriate intersection. The engineer evaluated traffic patterns and traffic volumes and evaluated one location: 15th Street and Division Street. The study area is appropriate.
- **2.** *Traffic Counts.* The traffic counts were conducted in June 2015 at the intersection of 15th Street and Division Street. Traffic counts were conducted during the AM and PM peak periods. The base year traffic volumes appear reasonable.
- 3. Trip Generation. The TIA presents information on trip generation from the construction of a 6,000 square foot medical office building in comparison to residential use of the site. The trip generation rates were taken from the Institute of Transportation Engineers' Trip Generation Manual. A medical office building is predicted to produce 14 AM peak hour trips; 21 PM peak hour trips; and 216 total weekday trips.

- **4.** *Trip Distribution.* The engineer's trip distribution shows 37 percent of the traffic going to and from the west on 16th Street; 33 percent to and from the north on Division Street; and 30 percent to and from the south on Division Street. The trip distribution seems reasonable.
- 5. Traffic Growth. To account for background traffic growth, the traffic counts were adjusted by 0.5 percent per year through 2035 plus the increase in traffic from the build-out of the medical center as identified in the adopted master plan. The traffic growth assumptions and methodology appear reasonable.
- **6. Analysis.** Traffic volumes were calculated for the intersection of 15th Street and Division Street. The level of service (LOS) and delay calculations were provided to assess operations relative to the city's operational standard. The analysis was undertaken for the AM and PM peak hours and included year 2015 existing conditions and 2035 total traffic conditions.

According to the engineer, the intersection of 15th Street and Division Street is predicted to operate at LOS "A" during the AM peak hour and the PM peak hour under both existing conditions and year 2035 conditions. The performance of this intersection is predicted to meet city standards during the peak hours.

The engineer concluded no mitigation measures were necessary. I concur with her conclusions.

- 7. Turn Lanes at Site Entrance(s). The TIA did not address operations as site entrances since there is not a current development proposal. Site access should be reviewed in connection with a specific development plan.
- **8. Crash Information.** Because this proposal was not based on a specific development proposal, the TIA did not provide crash information. Crash information should be reviewed in a subsequent development proposal.
- **9.** Pedestrian and Bicycle Facilities. The TIA summarizes the presence of bicycle, pedestrian and transit facilities in the vicinity. In connection with a specific development proposal the site frontage should be reviewed for appropriate features.
- 10. Site Plan and Access. The proposal does not address site access. Site access should be addressed with a specific development plan.
- **11. Intersection Spacing.** No new intersections are created by this proposal. The issue need not be addressed.
- **12. Sight Distance.** The proposal does not involve a specific development. Sight distance at the access points should be reviewed in connection with a specific development proposal.

- **13. Consistency with the Transportation System Plan (TSP).** Frontage improvements should be reviewed in connection with a specific development proposal.
- 14. Transportation Planning Rule (TPR) Analysis. Because the applicant is proposing to rezone the property from residential to MUE, a TPR analysis is also included. The engineer provided an analysis of the trip generation under the proposed zoning and concluded the impact was negligible. During the AM peak hour, a medical office building would generate 12 additional trips due to the proposed rezoning. During the PM peak hour, a medical office building would generate 18 additional trips due to the proposed rezoning. The engineer states that the proposal does not change the functional classification of any existing or planned transportation facility; does not alter the standards for implementing the functional classification system; and does not alter the level of travel or degrade the performance of the transportation system such that it would not meet applicable performance standards. I concur.
- **15. Conclusions and Recommendations.** The engineer concludes that traffic operations would be adequate at the analyzed intersection. She concludes no mitigation is needed for traffic operations. I concur with the conclusions of the applicant's engineer.

Conclusion and Recommendations

I find that the TIA provides an adequate basis upon which to assess the impacts of the proposed rezoning. The impact of the rezoning is minor and the proposal does not have a significant impact as described in the Transportation Planning Rule. When a specific development proposal is presented, a few items not dealt with in this analysis will need to be addressed in a supplement or a new TIA.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,

John Replinger, PE

Principal

Oregon City\2015\CP15-02 ZC15-05

From: Wes Rogers
To: Laura Terway

Subject: RE: Land Use Review: ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan & CP 15-02:

Master Plan Amendment

Date: Monday, September 14, 2015 11:37:05 AM

no direct issues here.

.wes

Wes Rogers, Director of Operations Oregon City School District PO Box 2110 Oregon City, OR 97045 503-785-8423

wes.rogers@orecity.k12.or.us

From: Laura Terway [Iterway@ci.oregon-city.or.us] Sent: Monday, September 14, 2015 11:33 AM

Subject: Land Use Review: ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan

& CP 15-02: Master Plan Amendment

Good Morning,

Please review the proposed development posted <u>here</u> and provide your comments by **October 9**th.

COMMENTS DUE BY: 3:30 PM, October 9, 2015

HEARING DATE: November 9, 2015

HEARING BODY: ___Staff Review; ___XX__PC; ____CC

FILE # & TYPE: ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan & CP

15-02: Master Plan Amendment

PLANNER: Laura Terway, AICP, Planner (503) 496-1553

APPLICANT: Providence Willamette Falls Medical Center, Russell Reinhard REPRESENTATIVE: Harper Houf Peterson Righellis Inc., Stefanie Slyman, AICP

REQUEST: Providence Willamette Falls Medical Center (PWF) is seeking amend a previously

approved Master Plan and change the Oregon City Comprehensive Plan and Zoning Map for two properties from Low Density Residential/"R-6" Single-family Dwelling District to Mixed Use Employment/"MUE" Mixed Use Employment

District.

LOCATION: 1500 Division Street, Oregon City, Oregon 97045,

Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-

32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200

PA RERERANCE: PA 15-03, 5/13/2015

Laura Terway, AICP

Planner

Planning DivisionCity of Oregon City

PO Box 3040

221 Molalla Avenue, Suite 200



Oregon City, Oregon 97045 Direct - 503.496.1553 Planning Division - 503.722.3789 Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: Facebook! | Twitter

Think $\ensuremath{\mathbf{GREEN}}$ before you print.

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday. PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Alex Bursheim

To: Stefanie Slyman; Laura Terway; Josh Kolberg
Subject: Re: Providence Willamette Falls Zone Change
Date: Wednesday, October 21, 2015 12:22:53 PM

Thank you for letting us know.

Alex Bursheim

Early Head Start Family Coach Clackamas County Children's Commission 109 2nd Street Canby, OR 971 295 7041

From: Stefanie Slyman <stefanies@hhpr.com> Sent: Wednesday, October 21, 2015 11:14 AM

To: Laura Terway; Josh Kolberg

Cc: Alex Bursheim

Subject: RE: Providence Willamette Falls Zone Change

Hi Laura – Josh and I are not directly involved with responding to this tenant concern, but I do know that Providence is working on getting the tenant the information they need.

Thanks -

Stefanie



Stefanie Slyman, AICP | Senior Planner | Public Involvement Lead



HARPER HOUF PETERSON RIGHELLIS INC.

ENGINEERS :: PLANNERS :: LANDSCAPE ARCHITECTS :: SURVEYORS 205 SE Spokane Street, Suite 200 | Portland, Oregon | 97202 p: (503) 221-1131 | f: (503) 221-1171 | stefanies@hhpr.com

HHPR.com

From: Laura Terway [mailto:lterway@ci.oregon-city.or.us]

Sent: Wednesday, October 21, 2015 11:10 AM

To: Josh Kolberg <josh@pkaarchitects.com>; Stefanie Slyman <stefanies@hhpr.com>

Cc: Alex Bursheim <AlexB@cccchs.org>

Subject: RE: Providence Willamette Falls Zone Change

Josh and Stefanie,

I spoke with Alex a minute ago and she has not yet heard from you or the hospital. I have copied her on this email so you may contact her directly. Thank you



Laura Terway, AICP

Planner

Planning Division

City of Oregon City
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Direct - 503.496.1553

Planning Division - 503.722.3789

Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: Facebook! Twitter

Think **GREEN** before you print.

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday. PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Alex Bursheim [mailto:AlexB@cccchs.org]

Sent: Thursday, October 15, 2015 1:06 PM

To: Laura Terway

Cc: Stefanie Slyman; Josh Kolberg

Subject: Re: Providence Willamette Falls Zone Change

Laura,

Thank you for the quick reply. It would be helpful if the applicants could provide me with a timeline. When I read the application, it seems like there is nothing planned at this time for that property, but possible use of the properties could take place before 2021? Am I right about that? Also how likely is it that those properties be changed into a parking lot within the next ten years?

Thank you,
Alex Bursheim
Early Head Start Family Coach
Clackamas County Children's Commission
109 2nd Street Canby, OR
971 295 7041

From: Laura Terway < lterway@ci.oregon-city.or.us>

Sent: Thursday, October 15, 2015 12:46 PM

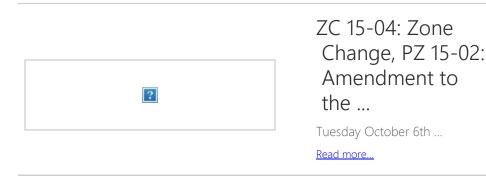
To: Alex Bursheim

Cc: Stefanie Slyman; Josh Kolberg

Subject: RE: Providence Willamette Falls Zone Change

Alex,

Thank you for your email. The property located at 1810 15th street is included in the development application. The complete application may be found online <u>here</u> with a general timeline for the implementation of the Master Plan. I have copied the applicant on this email response so you may contact them directly for a more specific timeline. Please feel free to contact me with any additional questions or concerns.





Laura Terway, AICP Planner Planning Division

City of Oregon City
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Direct - 503.496.1553
Planning Division - 503.722.3789

Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: Facebook! | Twitter

Think **GREEN** before you print.

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday. PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Alex Bursheim [mailto:AlexB@cccchs.org]
Sent: Thursday, October 15, 2015 12:33 PM

To: Laura Terway

Subject: Providence Willamette Falls Zone Change

Hello Laura,

My name is Alex and I am a family coach for Clackamas County Early Head Start, and I was

hoping that you could give me some details about the Providence Willamette Falls proposed changing of the Master Plan in the area around the hospital. I have a family on my case load that lives at 1810 15th St. Oregon City, OR 97045, and they are wondering if they are in danger of losing their home because of this plan change. Also, is there a timeline for construction if the plan goes through? They intend to be at the City Council meeting, but would also like as much information as possible before hand, so that if they need to start planning a move they can do so with ample time. The family includes a recently single Mother and four young children, along with family pets, so a time frame for the project is crucial for their well-being. If you can not provide me with this information, I would greatly appreciate it if you could point me in the right direction.

Thank you,
Alex Bursheim
Early Head Start Family Coach
Clackamas County Children's Commission
109 2nd Street Canby, OR
971 295 7041

From: <u>Tiffany</u>
To: <u>Laura Terway</u>

Subject: Public Comment on ZC 15-04: Zone Change Date: Wednesday, October 28, 2015 10:23:58 AM

City of Oregon City - Planning Division Attn: Laura Terway 221 Molalla Ave, Ste. 200 Oregon City, OR 97045

Re: FILE NUMBER: ZC 15-04: Zone Change

Dear Laura,

Thank you for accepting electronic version of public comments. This is such a helpful way for us to participate!

I wanted to voice my support for the proposed zoning changes near Providence Willamette Falls Hospital campus. As a home owner just blocks from this site, I am sincerely pleased to see this proposal. While I understand that this fundamentally transforms this part of the neighborhood, I see much more positive impacts than potential drawbacks. The improvements to the area really are needed including sidewalks where there currently are not (I am a runner and really appreciate the safety sidewalks provide), expanded traffic controls and visibility, as well as lighting for safety.

Our neighborhood grew up around the hospital, really putting many constraints on their ability to meet the needs of the community. It is high time we answer their call for support. My husband and I wish to throw our voice of support behind their request.

We purchased our property on Division Street in 2004. Since that time, we have been hopeful to see investment in the hospital campus to expand it's offerings and provide a hub of healthcare that would draw in economic impacts for our community. I am hopeful that this step of expansion may allow for a community of businesses and services to surround the hospital, supporting families who are there. This may be a pie in the sky vision but wouldn't it be wonderful for kids to learn to ride their bike in the safety of an empty parking lot on weekends? A coffee shop/cafe in one of the great houses to serve families waiting for a new arrival or a destination to walk to, a gathering place as a resident in the area? Someone with a great business acumen could really make this a warm and inviting extension of our community!

Full disclosure here, we have purchased a second home in the Park Place neighborhood and currently reside there. We have another family living at the property on Division Street as their forever home.

Would you please include us when the decision has been made? Our email address is gill0488@yahoo.com and our mailing address: 15981 Leo Court, Oregon City, OR 97045. Thank you!

Sincerely, Craig and Tiffany Gillespie 503-722-1539



DEVELOPMENT SERVICES MANAGER

CITY ENGINEER/PUBLIC WORKS DIRECTOR

PUBLIC WORKS- OPERATIONS

IN-HOUSE DISTRIBUTION

BUILDING OFFICIAL

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

LAND USE APPLICATION TRANSMITTAL

September 14, 2015

MAIL-OUT DISTRIBUTION

□ N.A. CHAIR

□ CITIZEN INVOLVEMENT COUNCIL (CIC)

□ NEIGHBORHOOD ASSOCIATION ___

□ N.A. LAND USE CHAIR

TECHNICAL SERVICES (GIS)		CLACKAIVIAS C	OUNTY TRANSP. & PLANNING	
□ PARKS MANAGER		CLACKAMAS FIRE DISTRICT #1		
☐ ADDRESSIN	G	□ ODOT – Divisio	on Review	
D POLICE		OREGON CITY	SCHOOL DISTRICT	
TRAFFIC ENGINE	EER	TRI-MET		
☐ REPLINGER	AND ASSOCIATES	□ METRO		
		☐ OREGON CITY POSTMASTER		
Mailed Notice to County CPO's		D DLCD		
☐ Central Pt-New Era-Leland / Holcomb-Outlook/Beavercreek		☐ CITY ATTORNE	Y	
Mailed Notice		OTHER:		
□ Within 300'	ř.			
_ *************************************				
COMMENTS DUE	BY: 3:30 PM, October 9, 2015			
HEARING DATE:	00000000000000000000000000000000000000			
		PC∙ CC		
THE REPORT OF THE PROPERTY OF				
FILE # & TYPE: ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan & CP 15-02: Master Plan Amendment				
01.444450		3		
PLANNER:				
APPLICANT:	Providence Willamette Falls Medical Center, Russell Reinhard			
REPRESENTATIVE	Control to the control of the contro			
REQUEST: Providence Willamette Falls Medical Center (PWF) is seeking amend a previously approved Master Plan a				
	change the Oregon City Comprehensive P	lan and Zoning Map f	or two properties from Low Density	
	Residential/"R-6" Single-family Dwelling [District to Mixed Use	Employment/"MUE" Mixed Use Employment	
	District.			
LOCATION:				
	1500 Division Street, Oregon City, Oregon Clackamas County 2-2F-32AB, Tax Lots 12		, 2200, 2300, 2400, 2500, 2800, 2900, 3000,	
			ax Lot 400, Clackamas County 2-2E-32AC, Tax	
	Lots 101, 201, 7200	County 2-21-32AA, 1	an Lot 400, Clackamas County 2-26 32AC, Tax	
04.0000044400	to the same of the control of the co			
PA RERERANCE:	PA 15-03, 5/13/2015			
_ 8 # 2# 2				
	naterial is referred to you for your information, study			
	artment. Your recommendations and suggestions wil			
(E)	your comments considered and incorporated into the			
the processing of	this application and ensure prompt consideration of	your recommendation	s. Please check the appropriate spaces below.	
			At 39 15559 15669 15	
	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 following items are missing and are	
	the changes noted below are included.		needed for review:	
			THE RESERVE TO A STATE OF THE PARTY OF THE P	
	9. A	O Connet	00	
	Signed	(connec		



Community Development - Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

TITLE PLANNER II, TRIMET

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



Community Development - Building

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880 | Inspection (503) 496-1551

Building Division

Date: September 15, 2015

Planning Reference: ZC 15-04

Address: 1500 Division St

Map Number: 2-2E-32AB

Tax Lot: 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000,

3100, 3900, 4000, 4100, 4200,

Project Name: Willamette Falls Hospital

Date Needed: October 9, 2015

Reviewer: Mike Roberts – Building Official

GENERAL COMMENTS

1. Any construction documents for the above referenced project shall be reviewed for conformance with the current Oregon Specialty Codes as adopted by the State of Oregon and administered by the City of Oregon City when submitted for permit applications.

Current Oregon Specialty Codes

Oregon Structural Specialty Code (OSSC) 2014 Oregon Energy Efficiency Code (OEEC) 2014

Oregon Fire Code (OFC) 2014

Oregon Mechanical Specialty Code (OMSC) 2014 Oregon Plumbing Specialty Code (OPSC) 2014 Oregon Electrical Specialty Code (OESC) 2014



Community Development - Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045 Ph (503) 722-3789 | Fax (503) 722-3880

TYPE III LAND USE RECOMMENDATION

Staff Report and Decision

February 20, 2012

FILE NO.: CP 11-01: Master Plan

DP 11-03: Detailed Development Plan

NR 11-05: Natural Resource Overlay Exemption

LL 11-07: Lot Line Adjustment

APPLICATION TYPE: Type III

APPLICANT/ Providence Willamette Falls Medical Center

OWNER: C/o Russell Reinhard

1500 Division Street

Oregon City, Oregon 97045

REPRESENTATIVE: Peterson Kolberg & Associates

C/o Steve Kolberg

6969 SW Hampton Street Portland, Oregon 97223

REQUEST: The applicant submitted a Concept (General) Development Plan, Detailed

Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital

over the next 10 years and construct a parking lot.

LOCATION: 1500 Division Street, Oregon City, OR 97045

Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400,

2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600

Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201

ZONING: "MUE" Mixed Use Employment District

REVIEWERS: Laura Terway, AICP, Planner

Bob Cullison, EIT, Development Services Manager

RECOMMENDATION: Planning Commission Approval with Conditions.

PROCESS:Type III decisions involve the greatest amount of discretion and evaluation of subjective approval standards, yet are not required to be heard by the City Commission, except upon appeal. Applications evaluated through this process include conditional use permits and Master Plans for which discretion is provided. In the event that any decision is not classified, it shall be treated as a Type

III decision. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and the planning commission is published and mailed to the applicant, recognized neighborhood association and property owners within three hundred feet. Notice must be issued at least twenty days pre-hearing, and the staff report must be available at least seven days pre-hearing. At the evidentiary hearing held before the planning commission all issues are addressed. The decision of the planning commission is appealable to the city commission, on the record. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to 17.50.290(c) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal. The city commission decision on appeal from the planning commission is the city's final decision and is appealable to LUBA within twenty-one days of when it becomes final.

A city-recognized neighborhood association requesting an appeal fee waiver pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.

DECISION CRITERIA:

The development proposal will be analyzed for compliance with the following Chapters of the Oregon City Municipal Code:

Streets, Sidewalks and Public Places in Chapter 12.04,

Public and Street Trees in Chapter 12.08,

Property Line Adjustments and Abandonment Process and Standards in Chapter 16.20,

"MUE" Mixed Use Employment District in Chapter 17.31,

Tree Protection Standards in Chapter 17.41,

Geologic Hazards in Chapter 17.44,

Natural Resource Overlay District in Chapter 17.49,

Administration and Procedures are set forth in Chapter 17.50,

Off-Street Parking and Loading in Chapter 17.52,

Supplemental Zoning Regulations and Exception in Chapter 17.54,

Site Plan and Design Review in Chapter 17.62 and

Master Plans in Chapter 17.65.

CONCEPT (GENERAL) DEVELOPMENT PLAN:

The proposed Concept (General/Master) Development Plan identifies the layout, maximum intensity, phasing and public improvements associated with the Providence Willamette Falls Medical Center over a 10 year period. Approval of the General (Concept) Plan is followed by a series of Detailed Development Plan applications with refined building details including building design, landscaping, etc. which comply with the Oregon City Municipal Code and the approved Concept (General) Plan.

EXISTING USE:

The property located at 1500 Division Street is utilized as Providence Willamette Falls (PWF) Medical Center and contains numerous medical related facilities within a hospital campus (Exhibits 1 and 2). Since 1954, PWF has provided a full service medical center including emergency medicine, labor and delivery, surgical services, inpatient treatment, as well as many other inpatient and outpatient services to Oregon City and Clackamas County.

PROPOSED DEVELOPMENT:

Providence Willamette Falls Medical Center (PWF) is seeking approval of a ten (10) year General

Development Master Plan as well as a Detailed Development Plan to implement Phase 1 of the 3 Phase Master Plan. Phase 1 includes alteration and expansion of an existing parking lot at the corner of Davis Road and Division Street. The phases of the Master Plan include the following development:

Project Phase 1 – Division St. Parking Lot (Subject To Detailed Development Plan Approval)

The first project of the master plan consists of an alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane. The applicant submitted a Detailed Development Plan for the construction of the parking lot which would be implemented subsequent to approval in 2012.

Project Phase 2 – Hospital Additions and Remodels

Phase 2 of the Master Plan includes the addition of approximately 54,000 square feet to the site including expanding the Medical Center building, the construction of a new central utility plant, and the remodeling of other areas of the facility. More particularly, these projects include:

<u>Outpatient Surgery Expansion:</u> The outpatient surgery expansion will add approximately two new operating rooms and short stay recovery space.

New Front Entry: The main entry to PWF will be remodeled and will include a new patient drop-off. The new entry will replace a section of the 1961 building which is currently sub-standard and houses hospital office spaces among other uses. This project will provide a more direct and unified entry into the hospital. A new canopy will welcome visitors into a large, high volume lobby that will provide physical and visual connections to corridors serving patient care, imaging, day surgery, birthplace, and the gift shop.

<u>Second Floor Patient Room and Pharmacy Remodel:</u> Several spaces on the second floor of the hospital will be converted from their current use as offices back to their original function as patient rooms. This patient room remodel will not increase the number of licensed beds, the staffing levels for the hospital, nor increase trip generation. The pharmacy will also be relocated.

<u>Birthplace Expansion:</u> Six additional Labor, Delivery, Recovery and Postpartum rooms will be added to the west end of the existing Birthplace wing. The addition would increase the number of labor and delivery/postpartum beds from 14 to 20.

<u>Central Utility Plant:</u> In order to centralize the system utilities for the campus and make them more efficient, PWF is planning for a central utility plant to house the appropriate mechanical, electrical, and plumbing systems to serve the medical campus. The development of this project is located within the Natural Resource Overlay District requiring review and mitigation.

<u>Second Floor Shell Space Tenant Improvements:</u> There is approximately 16,100 square feet of unfinished space above the Emergency Department planned for build out to house expanded hospital services. There is no definitive hospital program scheduled for this space but it is anticipated to be an expansion of outpatient services.

The applicant may complete the phase 2 projects in any order, provided they are all completed prior to initiating Phase 3. Phase 2 is projected to be implemented from 2012-2021.

Project Phase 3 – Medical Office Buildings (MOB)

Phase 3 of the Master Plan will add approximately 40,000 - 50,000 square feet of square footage to the medical campus including the construction of two new buildings including:

MOB Additions: PWF has identified two (East and West) sites for 20,000 - 25,000 square foot medical

Office Buildings (MOB's) which will house general physician's practices. The order of implementation for the two MOB's in this phase will depend upon Hospital strategic goals, project funding, and community needs. Phase 3 would be implemented from 2014-2021.

The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval. The applicant can satisfy this standard by complying with Condition of Approval 1.

OREGON CITY MUNICIPAL CODE CRITERIA:

CHAPTER 17.50 – ADMINISTRATION AND PROCEDURES

Finding: Complies. The Concept (General) Development Plan and Detailed Development Plan applications were processed as Type III applications. Multiple neighborhood association meetings were held and a preapplication conference took place on July 13, 2011 with Oregon City staff. Notice of the development was mailed to property owners within 300 feet of the site, the McLoughlin Neighborhood Association, Citizen Involvement Commission and affected agencies on January 9th, 2012. The property was posted with a land use action sign providing details and requesting comments about the development from January 13th, 2012 to after the Planning Commission hearing(s). The following public comments were received:

Gail Curtis, Senior Planner of the Oregon Department of Transportation submitted comments (Exhibit 7), including concerns regarding the transportation impact study. The comments are addressed within this report.

Denyse McGriff of the McLoughlin Neighborhood Association submitted comments (Exhibit 8), regarding the attendance list at the McLoughlin Neighborhood Association meeting and forwarding the report to the appropriate chair.

Paul Edgar of the Citizen Involvement Committee submitted a request (Exhibit 9) for a hard copy of the application.

Tim Powell, Chair of the McLoughlin Neighborhood Association submitted comments from the Neighborhood Association expressing concern about hospital employees parking within the public right-of-way near the facility. He suggested the City limit the on-street parking to 2 hours and work with the hospital to develop a good neighbor plan (Exhibit 10). In response to this comment the applicant submitted a letter, dated February 16, 2012 indicating that Providence Willamette Falls Hospital recently adopted a policy restricting employees from parking on the street (Exhibit 11). In addition, Nancy Bush, Code Enforcement Manager submitted comments identifying the process to limit on-street parking to 2 hours as well as the resident parking program and suggested the neighbors apply (Exhibit 12). Furthermore, the applicant is required to demonstrate adequate parking to facilitate each new phase of development.

Other comments were submitted prior to initiating the public comment period which were not included in the analysis of this report. Comments received after February 13th, 2012 will be forwarded to the Planning Commission at the February 27th, 2012 public hearing. The public record will remain open until the Planning Commission closes the public hearing.

CHAPTER 17.31 "MUE" MIXED USE EMPLOYMENT DISTRICT

17.31.020 *Permitted Uses*

Finding: Complies as Proposed. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.030 *Limited Uses*

Finding: Not Applicable. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.040 Conditional Uses

Finding: Not Applicable. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.050 *Prohibited Uses*

Finding: Not Applicable. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.060.A Minimum lot areas: None.

Finding: Complies as Proposed. The applicant proposed to consolidate lots on the subject site. The subsequent lots exceed a minimum lot area of zero.

17.31.060.B *Minimum Floor Area Ratio:* 0.25.

Finding: Complies with Condition. The application did not identify the floor area ratio, as the exact square footage to be constructed will be refined during future Detailed Development Plans. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating the master plan complies with the minimum floor area ratio of 0.25. **The applicant can meet this standard by complying with Condition of Approval 2.**

17.31.060.C Maximum building height: except as otherwise provided in subsection C.1. of this section building height shall not exceed sixty feet.

1. In that area bounded by Leland Road, Warner Milne Road and Molalla Avenue, and located in this zoning district, the maximum building height shall not exceed eighty-five feet in height.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.31.060.D *Minimum required interior and rear yard setbacks if abutting a residential zone: twenty feet, plus one foot additional yard setback for every one foot of building height over thirty-five feet.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.31.060.E Maximum allowed setbacks: No maximum limit provided the Site Plan and Design Review requirements of Section <u>17.62.055</u> are met. Development of a campus with an approved Master Plan in the MUE zone is exempt from Section <u>17.62.055</u>D.1 of Site Plan and Design Review. All other standards are applicable.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.31.060.F Maximum site coverage of the building and parking lot: Eighty percent.

Finding: Complies with Condition. The application indicted that approximately 64% of the site is covered with buildings and parking lots. However, the site plan inaccurately displayed the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the Master Plan does not have more

than eighty percent site coverage of buildings and parking lots. All future construction shall demonstrate compliance with this standard. The applicant can meet this standard by complying with Condition of Approval 3.

17.31.060.G Minimum landscape requirement (including the parking lot): Twenty Percent.

The design and development of the landscaping in this district shall:

- 1. Enhance the appearance of the site internally and from a distance;
- 2. Include street trees and street side landscaping;
- 3. Provide an integrated open space and pedestrian way system within the development with appropriate connections to surrounding properties;
- 4. Include, as appropriate, a bikeway walkway or jogging trail;
- 5. Provide buffering or transitions between uses;
- 6. Encourage outdoor eating areas appropriate to serve all the uses within the development;
- 7. Encourage outdoor recreation areas appropriate to serve all the uses within the development.

Finding: Complies with Condition. A site plan displaying all landscaping onsite demonstrates that 277,623 square feet of the 769,757 square foot site (36%) is landscaped. However, the site plan inaccurately displays the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G of the Oregon City Municipal Code. **The applicant can meet this standard by complying with Condition of Approval 4.**

CHAPTER 16.12 Property Line Adjustments and Abandonment Process and Standards

Findings: Complies as Proposed. The tax lot located on the corner of Penn Lane and Division Street (Clackamas County Map 2-2E-32AB-01201) consists of multiple building lots, though only a single tax lot is present. The applicant proposed to consolidate building lots into a single building lot which mirrors the tax lot displayed in Exhibit D of the application. Subsequent to the consolidation, the lot would contain a parking lot and a structure where the future East medical office building would be located. As demonstrated within this report, the consolidated lots were reviewed for compliance with the Oregon City Municipal Code.

Chapter 17.65 – MASTER PLANS

17.65.050.A Existing Conditions Submittal Requirements

17.65.050.A.1.a Current uses of and development on the site, including programs or services.

Findings: Complies as Proposed. The site is currently being utilized as Providence Willamette Falls Medical Center (PWF). The applicant provided a site plan identifying the existing layout of the site (Exhibit 2).

17.65.050.A.1.b *History or background information about the mission and operational characteristics of the institution that may be helpful in the evaluation of the concept development plan.*

Findings: Complies as Proposed. The applicant submitted a narrative with a variety of information about the subject site (Exhibit 2).

17.65.050.A.1.c A vicinity map showing the location of the Concept Development Plan boundary relative to the larger community, along with affected major transportation routes, transit, and parking facilities.

Findings: Complies as Proposed. The applicant submitted a vicinity map displaying the subject site relative to the larger community, including major transportation routes, transit stops and parking facilities (Exhibit 2).

17.65.050.A.1.d Non-institutional uses that surround the development site. May also reference submitted maps, diagrams or photographs.

Findings: Complies as Proposed. The applicant submitted a map displaying the adjacent buildings and zoning designations. Though primarily adjacent to the "MUE" Mixed Use Employment District, a portion of the site boarders residential zoning designations (Exhibit 2).

17.65.050.A.1.e Previous land use approvals within the Concept Development Plan boundary and related conditions of approval.

Findings: Complies as Proposed. The subject site has received approval of multiple land use applications. Two prior applications (Conditional Use CU 03-03 and Site Plan and Design Review SP 03-19) resulted in the requirement to receive Master Plan approval prior to proceeding with any additional land use applications (Exhibits 3 and 4).

- o Condition of approval #5 for Conditional Use CU 03-03: The hospital shall receive a comprehensive city master plan approval prior to any future city land use approval or site development permit issuance (other than those approved or conditioned for approval as part of this conditional use permit or the associated site plan and design review, SP03-19). The master plan shall be based on all hospital properties in the Division Street area and include; phased development projects, full area traffic analysis, infrastructure evaluation and plans, multi-model planning (on and off-site), vehicle and bicycle parking evaluation, evaluation of non-conformance, proposed timing and other required items.
- o Condition of approval #31 for Site Plan and Design Review SP 03-19: The hospital shall receive a comprehensive city master plan approval prior to any future city land use approval or site development permit issuance (other than those approved as part of the associated Condition Use Permit CU 03-03, this Site Plan and Design Review or required in Conditions 2, 3 and 4 of this approval). The master plan shall be based on all hospital properties in the Division Street area and include; phased development projects, full area traffic analysis, infrastructure evaluation and plans, multi-model planning (on and off-site), vehicle and bicycle parking evaluation, evaluation of non-conformance, proposed timing and other required items.

17.65.050.A.1.f Existing utilization of the site. May also reference submitted maps, diagrams or photographs. **Findings: Complies as Proposed.** The applicant provided a narrative statement describing the existing uses of the site and a series of maps (Exhibit 2). The site is currently being utilized as Providence Willamette Falls Medical Center. The subject site contains Clackamas County Map2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201. The Master Plan is within the Mixed Use Employment District (MUE). PWF Medical Center is a permitted use in the MUE Zone under OCMC 17.31.010 and 17.31.020.F.

17.65.050.A.1.g Site description, including the following items. May also reference submitted maps, diagrams or photographs.

- (1) Physical characteristics,
- (2) Ownership patterns,
- (3) Building inventory,
- (4) Vehicle/bicycle parking,
- (5) Landscaping/usable open space,
- (6) FAR/lot coverage,
- (7) *Natural resources that appear on the City's adopted Goal 5 inventory,*
- (8) Cultural/historic resources that appear on the City's adopted Goal 5 inventory, and,
- (9) Location of existing trees 6" in diameter or greater when measured 4' above the ground. The location of single trees shall be shown. Trees within groves may be clustered together rather than shown individually.

Findings: Complies as Proposed. The applicant provided a narrative including a description of the site and a series of maps displaying the above existing conditions (Exhibit 2). As discussed in Chapter 17.65.050.C.4 of this report, no City-designated cultural or historic resources are located on the subject site. A small portion of the subject site includes two Overlay Districts; Natural Resource Overlay District (NROD), and Geologic Hazards. Both districts are on the eastern edges of the subject property where no additional development is proposed.

17.65.050.A.1.h Existing transportation analysis, including the following items. May also reference submitted maps, diagrams or photographs.

- (1) Existing transportation facilities, including highways, local streets and street classifications, and pedestrian and bicycle access points and ways;
- (2) Transit routes, facilities and availability;
- (3) Alternative modes utilization, including shuttle buses and carpool programs; and
- (4) Baseline parking demand and supply study (may be appended to application or waived if not applicable). **Findings: Complies as Proposed.** The applicant provided a narrative statement describing the existing transportation conditions of the site. A Transportation Impact Analysis (TIA) was submitted by Kittelson & Associates, Inc. (Exhibit 2).
 - 1. Sidewalks are provided along Redland Road to the south of Holcomb Boulevard-Abernethy Road.
 - 2. Sidewalks and bicycle lanes are provided along Anchor Way west of Redland Road (for approximately 250 feet only).
 - 3. Sidewalks are provided along Division Street to the south of 16th Street.
 - 4. Bicycle lanes are provided along Division Street between 13th Street and 15th Street.
 - 5. On-street parking is available along Division Street to the west of 9th Street and between 16th Street and Gilman Drive.
 - 6. Not posted; assumed to be 25 miles per hour.

<u>Bicycle Facilities and Connectivity</u>. Bicycle lanes are currently provided on Division Street between 13th Street and 15th Street and along some of the major surrounding roadways, including Redland Road and Molalla Avenue. According to the TSP, bicycle lane improvements are needed on Division Street, 15th Street, Cascade Highway (OR 213), Anchor Way, Holcomb Boulevard- Abernethy Road, 7th Street, and Molalla Avenue.

<u>Pedestrian Facilities and Connectivity.</u> The PWF campus and surrounding neighborhood are generally well served by a grid network of streets and sidewalks today. Sidewalks are available adjacent to the campus on a majority of both Division Street and Davis Road, as well as along the major connecting roadways near the campus, including Molalla Avenue, 7th Street, and 15th Street. Additional sidewalk connectivity is planned in the vicinity of the PWF campus, as identified in the City of Oregon City TSP.

Transit Routes, Facilities and Availability. The primary bus route serving the site is Tri-Met with bus stops located adjacent to the subject site. Two fixed-route bus stops are located within one block of the main entrance of the PWF campus on Division Street; a total of four stops are located within one block of the overall PWF campus. Service to these stops is provided by Tri-Met Bus Route 32. Route 32 provides service between Clackamas Community College, Oregon City, Gladstone, and Milwaukie. As of August 2011, the bus operates Monday through Friday between 5:30 a.m. and 7:30 p.m. on 30-minute headways, Saturdays between 9:30 a.m. and 5:30 p.m. on 60-minute headways, and does not offer service on Sundays. The Oregon City Transit Center provides connections to several additional bus routes and services. Other bus service in the area of the PWF campus is provided by Tri-Met Bus Routes 33, 34, and 99.

<u>Baseline Parking Demand and Supply</u>. The applicant indicated that the campus has an existing supply of 749 parking stalls with an existing demand for 653 stalls.

17.65.050.A.1.i *Infrastructure facilities and capacity, including the following items.*

- (1) Water,
- (2) Sanitary sewer,
- (3) Stormwater management, and
- (4) Easements.

Findings: Complies as Proposed. The site is surrounded by adequate City water mains on all four sides including through the interior of the main property. Adequate sanitary sewer mains exist around the site while stormwater mains are located appropriately on the perimeter of the site.

17.65.050.A.2.a *Existing conditions site plan.*

Findings: Complies as Proposed. The applicant submitted a site plan of the existing conditions of the site (Exhibit 2).

17.65.050.A.2.b. *Vicinity map.*

Findings: Complies as Proposed. The applicant submitted a vicinity map of the development site (Exhibit 2).

17.65.050.A.2.c. *Aerial photo.*

Findings: Complies as Proposed. The applicant submitted an aerial photo depicting the subject site and adjacent property (Exhibit 2).

17.65.050.B. Proposed Development Submittal Requirements

17.65.050.B.1.a *The proposed duration of the concept development plan.*

Findings: Complies as Proposed. The General (Master) Plan is anticipated to be implemented over a period of 10 years.

17.65.050.B.1.b *The proposed development boundary. May also reference submitted maps or diagrams.* **Findings: Complies as Proposed.** The project boundaries include Clackamas County Map2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201. A map of the subject site was submitted (Exhibit 2).

17.65.050.B.1.c A description, approximate location, and timing of each proposed phase of development, and a statement specifying the phase or phases for which approval is sought under the current application. May also reference submitted maps or diagrams.

Findings: Complies as Proposed. The applicant indicated that phases would generally include the following:

Project Phase 1 – Division St. Parking Lot (Subject To Detailed Development Plan Approval)

The first project of the master plan consists of an alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane. The applicant submitted a Detailed Development Plan for the construction of the parking lot which would be implemented subsequent to approval in 2012.

Project Phase 2 – Hospital Additions and Remodels

Phase 2 of the Master Plan includes the addition of approximately 54,000 square feet to the site including expanding the Medical Center building, the construction of a new central utility plant, and the remodeling of other areas of the facility. More particularly, these projects include:

<u>Outpatient Surgery Expansion:</u> The outpatient surgery expansion will add approximately two new operating rooms and short stay recovery space.

New Front Entry: The main entry to PWF will be remodeled and will include a new patient drop-off. The new entry will replace a section of the 1961 building which is currently sub-standard and houses hospital office spaces among other uses. This project will provide a more direct and unified entry into the hospital. A new canopy will welcome visitors into a large, high volume lobby that will provide physical and visual connections to corridors serving patient care, imaging, day surgery, birthplace, and the gift shop.

<u>Second Floor Patient Room and Pharmacy Remodel:</u> Several spaces on the second floor of the hospital will be converted from their current use as offices back to their original function as patient rooms. This

patient room remodel will not increase the number of licensed beds, the staffing levels for the hospital, nor increase trip generation. The pharmacy will also be relocated.

<u>Birthplace Expansion:</u> Six additional Labor, Delivery, Recovery and Postpartum rooms will be added to the west end of the existing Birthplace wing. The addition would increase the number of labor and delivery/postpartum beds from 14 to 20.

<u>Central Utility Plant:</u> In order to centralize the system utilities for the campus and make them more efficient, PWF is planning for a central utility plant to house the appropriate mechanical, electrical, and plumbing systems to serve the medical campus. The development of this project is located within the Natural Resource Overlay District requiring review and mitigation.

<u>Second Floor Shell Space Tenant Improvements:</u> There is approximately 16,100 square feet of unfinished space above the Emergency Department planned for build out to house expanded hospital services. There is no definitive hospital program scheduled for this space but it is anticipated to be an expansion of outpatient services.

The applicant may complete the phase 2 projects in any order, provided they are all completed prior to initiating Phase 3. Phase 2 is projected to be implemented from 2012-2021.

Project Phase 3 – Medical Office Buildings (MOB)

Phase 3 of the Master Plan will add approximately 40,000 - 50,000 square feet of square footage to the medical campus including the construction of two new buildings including:

MOB Additions: PWF has identified two (East and West) sites for 20,000 - 25,000 square foot medical Office Buildings (MOB's) which will house general physician's practices. The order of implementation for the two MOB's in this phase will depend upon Hospital strategic goals, project funding, and community needs. Phase 3 would be implemented from 2014-2021.

17.65.050.B.1.d *An explanation of how the proposed development is consistent with the purposes of Section 17.65, the institutional zone, and any applicable overlay district.*

Findings: Refer to the findings within this report.

17.65.050.B.1.e A statement describing the impacts of the proposed development on inventoried Goal 5 natural, historic or cultural resources within the development boundary or within 250 feet of the proposed development boundary.

Findings: Complies as Proposed. The applicant provided a map displaying all nearby Goal 5 resources. The subject site is not within a historic district or include an individually designated historic structure. The property is within the Geologic Hazards Overlay District and the Natural Resource Overlay District.

- **17.65.050.B.1.f** An analysis of the impacts of the proposed development on the surrounding community and neighborhood, including:
- (1) Transportation impacts as prescribed in Subsection "g" below;
- (2) Internal parking and circulation impacts and connectivity to sites adjacent to the development boundary and public right-of-ways within 250 feet of the development boundary;
- (3) Public facilities impacts (sanitary sewer, water and stormwater management) both within the development boundary and on city-wide systems;
- (4) Neighborhood livability impacts;
- (5) Natural, cultural and historical resource impacts within the development boundary and within 250 feet of the development boundary.

Findings: The applicant submitted documentation on the impacts of the proposed development. Please refer to the analysis within this report.

17.65.050.B.1.g A summary statement describing the anticipated transportation impacts of the proposed development. This summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips, projected AM and PM peak hour traffic and the maximum parking demand associated with build-out each phase of the master plan.

Findings: Please to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

- **17.65.050.B.1.h** In addition to the summary statement of anticipated transportation impacts, an applicant shall provide a traffic impact study as specified by City requirements. The transportation impact study shall either:
- (1) address the impacts of the development of the site consistent with all phases of the concept development plan; or
- (2) address the impacts of specific phases if the City Engineer determines that the traffic impacts of the full development can be adequately evaluated without specifically addressing subsequent phases.

Findings: Complies as Proposed. The applicant identified the transportation impact of the development with traffic impact analysis prepared by Kittleson and Associates (Exhibit 2) discussing the transportation impacts of the proposed development. The transportation study was reviewed by John Replinger, transportation consultant for the City from Replinger and Associates (Exhibit 5).

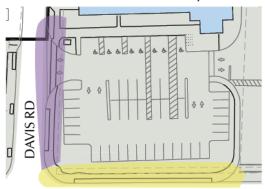
- **17.65.050.B.1.i** If an applicant chooses to pursue option h(1), the applicant may choose among three options for implementing required transportation capacity and safety improvements:
- (1) The concept development plan may include a phasing plan for the proposed interior circulation system and for all on-site and off-site transportation capacity and safety improvements required on the existing street system as a result of fully implementing the plan. If this option is selected, the transportation phasing plan shall be binding on the applicant.
- (2) The applicant may choose to immediately implement all required transportation safety and capacity improvements associated with the fully executed concept development plan. If this option is selected, no further transportation improvements will be required from the applicant. However, if a concept development plan is later amended in a manner so as to cause the projected average daily trips, the projected AM or PM peak hour trips, or the peak parking demand of the development to increase over original projections, an additional transportation impact report shall be required to be submitted during the detailed development plan review process for all future phases of the development project and additional improvements may be required.
- (3) The applicant may defer implementation of any and all capacity and safety improvements required for any phase until that phase of the development reaches the detailed development plan stage. If this option is selected, the applicant shall submit a table linking required transportation improvements to vehicle trip thresholds for each development phase.

Findings: Complies with Condition. The applicant proposed to install public improvements associated with each phase of development. The applicant submitted a transportation impact analysis prepared by Julia Kuhn, PE of Kittleson & Associates, Inc (Exhibit 2) discussing the transportation impacts of the proposed development. The report was reviewed by John Replinger, PE of Replinger and Associates, a City consultant (Exhibit 5). The applicant proposed to complete the following public improvements by the completion of Phase 3 of development.

New Front Entry

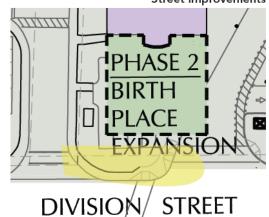
The New Front Entry project in Phase 2 would trigger applicable street improvements in the highlighted areas in Figure 3.1.1. Minor Arterial street improvements along Division Street (to match the improvements in front of the ED expansion detailed in CU 03-03), and Local street improvement along Davis Road.

FIGURE 3.1.1 - New Front Entry Street Improvements



DIVISION STREET

FIGURE 3.1.2 - Birthplace Expansion Street Improvements



Birthplace Expansion

The Birthplace Expansion project in Phase 2 would trigger applicable street improvements in the highlighted areas in Figure 3.1.2. Minor Arterial street improvements along Division Street to match the improvements in front of the ED expansion detailed in CU 03-03.

West MOB

The West MOB project in Phase 3 would trigger applicable street improvements in the highlighted areas in Figure 3.1.3. Minor Arterial street improvements along Division Street (to match the improvements in front of the ED expansion detailed in CU 03-03), and Collector street improvement along 15th St. The improvements along Division St. will require a full depth half street improvements.

FIGURE 3.1.3 - West MOB Street Improvements



The City generally concurs with the public improvements proposed. The following identifies a specific list of public improvements and associated maps of where each improvement will occur. The applicant's engineer shall analyze and design the Division Street and 15th Street pavement restoration.

- Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.

- Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
- Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
- Phase 3 (West MOB): A 4-foot ROW dedication from 15th Street to 16th Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15th Street and 16th Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
- Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
 - Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.
- 15th Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
- Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

In addition, the applicant's transportation impact study identified two off-site intersections where the impacts from the proposed development when coupled with future background projections would result in an unacceptable level of service. A more than 50 second delay for the westbound left at the intersection of Molalla Avenue/7th Street would result in a level of service (LOS) F in 2017 and a more than 50 second delay for the northbound left at the intersection of Redland Road/Anchor Way would result in a level of service (LOS) F in 2018 both, in part, as a result of Phase 2 impacts. Phase 1 was not determined to have an impact on the proposed development, as it entails an expansion of the parking lot which will not itself increase traffic demands generated on-site.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2, on the intersections of Molalla Avenue/7th Street and Redland Road/Anchor Way, and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which

should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied.

ODOT suggested that the treatment of the central utility plant might have caused the traffic to be underestimated (Exhibit 7). John Replinger, PE of Replinger and Associates, a City consultant indicated that ODOT indicated that the "trip generation methodology was adequately explained and accurately executed" (Exhibit 5).

The additional development proposed in the master plan is forecast to produce 87 additional AM peak hour trips and 91 additional PM peak hour trips. This compares with current traffic of 339 AM peak hour trips and 356 PM peak hour trips.

The applicant is responsible for this project's compliance with Engineering Policy 00-01. **The applicant can comply with this standard by meeting Conditions of Approval 5 and 6.**

17.65.050.B.1.j The applicant or city staff may propose objective development standards to address identified impacts that will apply within the proposed development on land that is controlled by the institution. Upon approval of the concept development plan, these standards will supersede corresponding development standards found in this code. Development standards shall address at least the following:

- (1) Pedestrian, bicycle and vehicle circulation and connectivity;
- (2) Internal vehicle and bicycle parking;
- (3) Building setbacks, landscaping and buffering;
- (4) Building design, including pedestrian orientation, height, bulk, materials, ground floor windows and other standards of Chapter 17.62; and
- (5) Other standards that address identified development impacts.

Findings: Not Applicable. The applicant has not proposed alternative objective development standards.

17.65.050.B.2.a. A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during detailed development plan review.

Findings: Complies with Conditions. The applicant submitted a site plan for the proposed development showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas. The site is currently nonconforming as it does not comply with the current standards for parking lot landscaping, pedestrian accessway standards, etc. Proportional upgrades to the site are required per OCMC Chapter 17.58.

<u>Vehicle Circulation Plan.</u> A site plan identifying the circulation of vehicles onsite was provided demonstrating the ability for automobiles to travel down the street and within parking lots throughout the site.

<u>Bicycle Circulation Plan.</u> A site plan identifying the circulation of bicycles onsite was provided demonstrating the ability for bicycles to travel down the street and within parking lots within automobiles. There are no bicycle pathways onsite.

<u>Pedestrian Circulation Plan.</u> The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. As demonstrated within this report, the proposed parking lot layout does not include a pedestrian accessway within the parking lot. Prior to issuance of permits

associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. **The applicant can meet this standard by complying with condition of approval 7.**

17.65.050.B.2.b The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian access ways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within 250 feet of the site. The map shall identify existing subdivisions and development and un-subdivided or unpartitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle access ways and utilities within 250 feet may be extended to and/or through the proposed development.

Findings: Complies as Proposed. The applicant submitted a map displaying the approximate location of all pedestrian, bicycle and automobile facilities within 250 feet of the site.

17.65.050.B.2.c *The approximate location of all public facilities to serve the proposed development, including water, sanitary sewer, stormwater management facilities.*

Findings: Please refer to the analysis within this report.

17.65.050.B.2.d *The approximate projected location, footprint and building square footage of each phase of proposed development.*

Findings: Complies as Proposed. The applicant submitted a map displaying the approximate location and footprint of the proposed structures. The final sizes and locations are subject to minor changes in the Detailed Development Plan review. Major changes to the size or location of the structures will require an adjustment to the Concept (General/Master) Development Plan.

17.65.050.B.2.e The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.

Findings: Complies as Proposed. The applicant submitted an aerial photo in Exhibit 2. The applicant did not propose a park, playground or other outdoor play area or open space for the subject site.

17.65.050.C. Approval Criteria for a Concept Development Plan.

17.65.050.C.1 The proposed Concept Development plan is consistent with the purposes of Section 17.65. Findings: Complies as Proposed. Chapter 17.65.010 of the Oregon City Municipal Code states: "It is the intent of this Chapter to foster the growth of major institutions and other large-scale development, while identifying and mitigating the impacts of such growth on surrounding properties and public infrastructure. The City recognizes the valuable services and employment opportunities that these developments bring to Oregon City residents. The master plan process is intended to facilitate an efficient and flexible review process for major developments and to provide them with the assurance they need over the long term so that they can plan for and execute their developments in a phased manner. To facilitate this, the master plan process is structured to allow an applicant to address the larger development issues, such as adequacy of infrastructure and transportation capacity, and reserve capacity of the infrastructure and transportation system before expenditure of final design costs."

The Master Plan is consistent with the purpose and intent statement in OCMC Chapter 17.65.010. The Master Plan identifies the growth expected on the Providence Willamette Falls Hospital campus over the next ten (10) years. Providence selected a 10-year timeframe for the master plan as the level of uncertainty of development plans after ten (10) years is too high. Providence submitted a Transportation Impact Analysis with phased public improvements which is analyzed within this report.

17.65.050.C.2 The transportation system has sufficient capacity based on the City's level of service standards and is capable of safely supporting the development proposed in addition to the existing and planned uses in the area, or will be made adequate by the time each phase of the development is completed.

Findings: Complies with Condition. The applicant's transportation impact study identified two off-site intersections where the impacts from the proposed development when coupled with future background projections would result in an unacceptable level of service. A more than 50 second delay for the westbound left at the intersection of Molalla Avenue/7th Street would result in a level of service (LOS) F in 2017 and a more than 50 second delay for the northbound left at the intersection of Redland Road/Anchor Way would result in a level of service (LOS) F in 2018 both, in part, as a result of Phase 2 impacts. Phase 1 was not determined to have an impact on the proposed development, as it entails an expansion of the parking lot which will not itself increase traffic demands generated on-site.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2, on the intersections of Molalla Avenue/7th Street and Redland Road/Anchor Way, and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. The applicant can comply with this standard by meeting Condition of Approval 5.

17.65.050.C.3 Public services for water supply, police, fire, sanitary waste disposal, and storm-water disposal are capable of serving the proposed development, or will be made capable by the time each phase of the development is completed.

Findings: Complies with Condition. An analysis of the proposed impacts is provided below.

<u>Domestic Water</u>. There are existing water mains in the streets bounding the site as well as several on-site. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review.

Police Protection. No significant police issues were identified during this Master Plan review.

Fire Protection. No significant fire protection issues were identified during this Master Plan review.

<u>Sanitary Sewer.</u> Adequate sanitary sewer mains exist around the site boundaries. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code.

<u>Storm Water</u>. Stormwater mains exist bordering the site. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the Applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the

applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. The use of Lynch-style catch basins for water quality is required for all new/revised parking lots. Water quality treatment will be achieved by means of any number of water quality features such as green roofs, vegetated swale, flow-thru planter box, or other LID system that will be designed per City of Oregon City Design Standards.

The applicant is responsible for this project's compliance with Engineering Policy 00-01. **The Applicant can comply with this standard by meeting Conditions of Approval 6, 8, 9, 10, 11, 12, 13 and 14.**

17.65.050.C.4 The proposed Concept Development plan protects any inventoried Goal 5 natural, historic or cultural resources within the proposed development boundary consistent with the provisions of applicable overlay districts.

Findings: Please refer to the analysis in Chapter 17.49 for compliance with the Natural Resource Overlay District and Chapter 17.44 for compliance with the Geologic Hazards Overlay District. There are no inventoried other Goal 5 historic or cultural resources in or within 250 feet of the development.

17.65.050.C.5 The proposed Concept Development plan, including development standards and impact mitigation thresholds and improvements adequately mitigates identified impacts from each phase of development. For needed housing, as defined in ORS 197.303(1), the development standards and mitigation thresholds shall contain clear and objective standards.

Findings: Please refer to the findings in 17.65.050.B.1.i of this analysis.

17.65.050.C.6 *The proposed Concept Development Plan is consistent with the Oregon City Comprehensive Plan and its ancillary documents.*

Findings: Complies as Proposed. As demonstrated below, the proposed Master Plan complies with the Oregon City Comprehensive Plan.

Section 1, Citizen Involvement

Section 1 of the Oregon City Compressive Plan established goals and policies to involve the public. The Master Plan review process included multiple meetings with neighborhood associations and other groups as well as a public comment period, mailed notices, public hearing and a notice in the newspaper.

Section 2, Land Use

Section 2 of the Oregon City Compressive Plan addresses the efficient use of available lands and the goal of creating a vibrant urban area that increases the opportunities for multi-modal transportation options.

Section 9, Economic Development

Section 9 of the Oregon City Compressive Plan establishes goals and policies that the City should strive to implement and meet but does not impose mandatory approval standards for a master plan application. The master plan will reinforce the role of the hospital in the community and contribute to the community's economic development.

Section 11, Public Facilities

Section 11 of the Oregon City Compressive Plan identifies the need for the City to provide public services. The Master Plan addresses the adequacy of the public facilities onsite.

Section 12, Transportation

Section 12 of the Oregon City Compressive Plan provides for a safe, convenient and economic transportation system that functions well and contributes to the city's well-being, enhances the quality of life and increases the opportunity for growth and development. The applicant proposed and is conditioned to mitigate all transportation impacts.

Section 13, Energy Conservation

Section 13 of the Oregon City Compressive Plan provides requires the conservation of energy in all forms through efficient land-use patterns, public transportation, building siting and construction standards, and city programs, facilities and activities. The proposed Master Plan encourages efficient use of the land while supporting transit, pedestrian and bicycle facilities.

17.65.050.D Duration of Concept Development Plan. A Concept Development plan shall involve a planning period of at least five years and up to twenty years. An approved Concept Development plan shall remain in effect until development allowed by the plan has been completed through the detailed development plan process, the plan is amended or superseded, or the plan expires under its stated expiration date.

Findings: Complies as Proposed. The General (Concept) Plan proposed envisions a 10-year view of the site.

17.65.060 Detailed Development Plan

Findings: Not Applicable. The applicant submitted a Detailed Development Plan application for implementation of Phase 1 of the development. Approval of a Detailed Development Plan is required prior to construction.

17.65.070 - Adjustments to development standards.

17.65.070.A Purpose. In order to implement the purpose of the City's master plan process, which is to foster the growth of major institutions and other large-scale development, while identifying and mitigating their impacts on surrounding properties and public infrastructure, an applicant may request one or more adjustments to the applicable development regulations as part of the master planning process. These include, but are not limited to, items such as: dimensional standards of the underlying zone, site plan and design review criteria, residential design standards, and standards for land division approval.

Findings: Applicable. The applicant submitted a request for an adjustment to the Oregon City Municipal Code with the Master Plan application. No other adjustments to the Oregon City Municipal Code have been requested.

17.65.070.B Procedure. Requests for adjustments shall be processed concurrently with a general development plan. An adjustment request at the detailed development plan review shall cause the detailed development plan to be reviewed as a Type III application.

Findings: Complies as Proposed. The proposed adjustment is being processed concurrent with the general development plan as a Type III application.

17.65.070. C Regulations That May Not be Adjusted. Adjustments are prohibited for the following items:

- 1. To allow a primary or accessory use that is not allowed by the regulations;
- 2. To any regulation that contains the word "prohibited";
- 3. As an exception to a threshold review, such as a Type III review process; and
- 4. Any exception to allow a use not identified as a permitted or conditional use in the underlying zone.

Findings: Complies as Proposed. The applicant has not proposed an adjustment for the use of the site or review process.

Oregon City Municipal Code Adjustment #1: Interior Parking Lot Landscaping

OCMC Chapter 17.52.060.D requires that within a parking lot no more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Though the proposed parking lot expansion associated with Phase 1 of the Master Plan does not have more than 8 contiguous parking stalls without an interior landscape strip and will comply with OCMC 17.52.060(D), a majority of the existing parking lots within the Providence Willamette Falls campus were constructed prior to adoption of this standard.

The Nonconforming Chapter of the Oregon City Municipal Code, 17.58, requires the applicant to install interior parking lot landscaping within existing parking lots which do not comply with the current standards.

Each Detailed Development Plan costing more than \$75,000 is required to spend 10% of the project cost on upgrades to existing nonconforming facilities such as interior parking lot landscaping. Depending on the cost of construction, it is anticipated that all of the aforementioned nonconforming items would be upgraded within the Master Plan. Each parking lot upgrade will include documentation from the applicant demonstrating that there is no loss of parking due to installation of interior parking lot landscaping.

If this adjustment is approved, the nonconforming parking lots would be upgraded so that no more than 16 contiguous parking spaces would be provided without an interior landscape strip and future parking lots associated with Phases 2 and 3 of the Master Plan, no more than 16 contiguous parking spaces would be provided without an interior landscape strip. As shown in this analysis, in order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees.

$OCMC\ 17.52.060(D)(d)$ - EXISTING

d. No more than **eight** contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of 10 feet in length.

ADJUSTED TO:

$OCMC\ 17.52.060(D)(d)$ - PROPOSED

d. No more than **sixteen** contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of 10 feet in length.

17.65.71.D.1. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; Finding: Complies with Condition. Chapter 17.52.060 of the Oregon City Municipal Code identifies the purpose of parking lot landscaping is:

- To enhance and soften the appearance of parking lots;
- To limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas:
- To shade and cool parking areas;
- To reduce air and water pollution;
- To reduce storm water impacts and improve water quality; and
- To establish parking lots that are more inviting to pedestrians and bicyclists.

The applicant indicated that "the requirement for providing interior landscape strips in areas that will be affected by future detailed development plans will reduce the parking supply on the campus. Per the TIA in Appendix B, PWF currently has a parking surplus, but at the end of the proposed master plan there would be a parking deficit. Therefore it is important for PWF to maintain as many parking spaces as necessary. The intent of 17.52.060.D.(d) is 'to enhance and soften the appearance of parking lots; to limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas; to shade and cool parking areas'

among others. In the parking lot areas identified as lots B, D, G, and F per Figure 14 on page 44 of Kittelson & Associates TIA (see Appendix B), Lot G is not visible from any public streets or residential areas thanks to the stand of forest along its eastern border. Lot F currently has 23 street and parking lot deciduous shade trees, as well as landscaped triangular wheel stops and planter strips. Lots B and D also have numerous parking lot trees and landscaped buffer zones".

Staff believes that a reduction in the frequency of interior parking lot landscaping islands would potentially reduce the amount of shade within the parking lot, thus resulting in higher temperature storm water and may not as adequately soften the appearance of the parking lot. The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees. The applicant can satisfy this standard by complying with Condition of Approval 15.

17.65.71.D.2. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project that is still consistent with the overall purpose of the zone;

Finding: Not Applicable. The applicant has not proposed more than one adjustment.

17.65.71.D.3. City-designated Goal 5 resources are protected to the extent otherwise required by Title 17; Finding: Not Applicable. A portion of the Master Plan property is within the Natural Resource Overlay District and Geologic Hazards Overlay District. It is not anticipated that the proposed adjustment would negatively affect the overlays, as the applicant has not requested an adjustment to an overlay standard. There are no historic resources onsite.

17.65.71.D.4. Any impacts resulting from the adjustment are mitigated;

Finding: Complies with Condition. Staff believes that a reduction in the frequency of interior parking lot landscaping islands would potentially reduce the amount of shade within the parking lot, thus resulting in higher temperature storm water and may not as adequately soften the appearance of the parking lot. The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose to exempt parking lots which do not utilize the adjustment and there are not more than eight contiguous parking spaces without an interior landscape strip between them. Staff believes it is feasible for the applicant to comply with a minimum of 12% interior parking lot landscaping and complies with all other applicable standards. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees. The applicant can satisfy this standard by complying with Condition of Approval 15.

17.65.71.D.5. If an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable.

Finding: Not Applicable. A portion of the Master Plan property is within the Natural Resource Overlay District and Geologic Hazards Overlay District. It is not anticipated that the proposed adjustment would negatively affect the overlays, as the applicant has not requested an adjustment to an overlay standard.

17.65.71.D.6. The proposed adjustment is consistent with the Oregon City Comprehensive Plan and ancillary documents.

Finding: Complies with Condition. The applicant indicated Section 12 of the Oregon City Comprehensive Plan "provides for a safe, convenient and economic transportation system that functions well and contributes to the city's well-being, enhances the quality of life and increases the opportunity for growth and development. The proposed adjustment does not adversely affect transportation or parking goals set out in the Oregon City Comprehensive Plan".

The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The proposed mitigation would increase the landscaping onsite and would comply with the following goals and policies of the Comprehensive Plan:

Goal 6.1 Air Quality - Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.4 - Encourage the maintenance and improvement of the city's tree canopy to improve air quality.

The applicant can satisfy this standard by complying with Condition of Approval 15.

CHAPTER 17.49 NATURAL RESOURCE OVERLAY DISTRICT

Findings: Complies as Proposed. A portion of the site is mapped within the City of Oregon City Natural Resource Overlay District. All development in the Natural Resource Overlay District is subject to review by the City of Oregon City to ensure adequate protection of a nearby water feature. Oregon City Municipal Code protects the nearby feature by enforcing a vegetated corridor consisting of native plantings along the bank of the stream to improve the water quality and function. The applicant requested the portion of the property outside the NROD boundary is exempt from further NROD review. As the land outside of the NROD area is not subject to compliance with Chapter 17.49 of the Oregon City Municipal Code, staff recommends the Planning Commission except all land outside of the NROD boundary. Though a portion of the property associated with Detailed Development Plan for Phase 1 of the Master Plan is within the NROD, the proposed disturbance area associated with the proposed development is outside the NROD boundary. All future development shall be subject to additional review to demonstrate compliance with the Natural Resource Overlay District.

CHAPTER 17.44 – GEOLOGIC HAZARDS:

Finding: Complies as Proposed. Per OCMC 17.44.050.C, "the City Engineer may waive one or more requirements... if the City Engineer determines that site conditions, size or type of development or grading requirements do not warrant such detailed information". The applicant proposed to construct Phase 1 which includes a parking lot adjacent to Penn Lane and Division Street. Due to the minimal impact on the nearby slopes the City Engineer has waived all requirements of OCMC Chapter 17.44 for the proposed development. The waiver may be challenged on appeal and may be denied by a subsequent review authority. If the development proposal changes from what is represented in this land use application, these findings shall be reviewed and revised by the City Engineer as needed.

All future development shall be subject to additional review to demonstrate compliance with the Geologic Hazards Overlay District.

CHAPTER 17.41 TREE PROTECTION STANDARDS

17.41.020 *Tree Protection – Applicability.*

Finding: Complies. The proposed development within the "MUE" Mixed Use Employment District and is subject to this standard.

17.41.040 – *Tree Protection* – *Exemptions*.

These regulations are not intended to regulate normal cutting, pruning and maintenance of trees on private property except where trees are located on lots that are undergoing development review or are otherwise protected within the Natural Resource Overlay District (NROD) of section 17.49. Additionally, these standards are not intended to regulate farm and forest practices as those practices.

Finding: Not Applicable. The applicant has not proposed to alter any trees within the Natural Resource Overlay District boundary.

17.41.050 *Tree Protection – Compliance Options.*

Finding: Complies as Proposed. The applicant proposed to remove one 30-inch caliper cedar tree with the Detailed Development Plan.

17.41.060 - Tree Removal and Replanting - Mitigation (Option 1).

Regulated trees that are removed outside of the construction area, if removed shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.

- A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in <u>Chapter 17.04</u> to the extent practicable. Compliance with these standards shall be demonstrated in a tree mitigation plan report prepared by a certified arborist, horticulturalist or forester or other environmental professional with experience and academic credentials in forestry or arborculture. At the applicant's expense, the city may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section <u>12.08</u>—Community Forest and Street Trees.
- B. The applicant shall determine the number of trees to be mitigated on the site by counting all of the trees six inch DBH (minimum four and one-half feet from the ground) or larger on the entire site and either:
- 1. Trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2; or
- 2. Diseased or hazardous trees, when the condition is verified by a certified arborist to be consistent with the definition in Section 17.04.1360, may be removed from the tree replacement calculation. Regulated healthy trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated healthy trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.

Table 17.41.060-1
Tree Replacement Requirements
All replacement trees shall be either:
Two-inch caliper deciduous, or
Six-foot high conifer

Size of tree removed (DBH)	Column 1 Number of trees to be planted. (If removed Outside of construction area)	Column 2 Number of trees to be planted. (If removed Within the construction area)
6 to 12"	3	1
13 to 18"	6	2
19 to 24"	9	3
25 to 30"	12	4
31 and over"	15	5

Steps for calculating the number of replacement trees:

- 1. Count all trees measuring six inches DBH (minimum four and one-half feet from the ground) or larger on the entire development site.
- 2. Designate (in certified arborists report) the condition and size (DBH) of all trees pursuant to accepted industry standards.
- 3. Document any trees that are currently diseased or hazardous.
- 4. Subtract the number of diseased or hazardous trees in step 3. from the total number of trees on the development site in step 1. The remaining number is the number of healthy trees on the site. Use this number to determine the number of replacement trees in steps 5. through 8.
- 5. Define the construction area (as defined in <u>Chapter 17.04</u>).
- 6. Determine the number and diameter of trees to be removed within the construction area. Based on the size of each tree, use Column 2 to determine the number of replacement trees required.
- 7. Determine the number and diameter of trees to be removed outside of the construction area. Based on the size of each tree, use Column 1 to determine the number of replacement trees required.
- 8. Determine the total number of replacement trees from steps 6. and 7.

Finding: Complies as Proposed. The applicant proposed to remove one tree within the construction area associated with Detailed Development Plan. The tree is 30-inches in diameter and no information was provided indicating that it is diseased or hazardous and thus the applicant is required to plant 4 replacement trees.

17.41.070 – *Planting Area Priority for Mitigation (Option 1).*

Development applications which opt for removal or trees with subsequent replanting pursuant to section 17.41.050(A) and shall be required to mitigate for tree cutting by complying with the following priority for replanting standards 1-4.

Finding: Complies with Condition. The applicant has not proposed to plant 4 replacement trees and did not submit a plan identifying the location of the mitigation trees. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. **The applicant can meet this standard by complying with condition of approval 16.**

17.41.075. *Alternative Mitigation Plan.*

Finding: Not Applicable. The applicant has not proposed an alternative mitigation plan.

17.41.080. Tree Preservation within Subdivisions and Partitions – Dedicated Tract (Option 2).

Finding: Not Applicable. The applicant has not proposed to utilize option 2.

17.41.090. Density transfers incentive for Tree Protection Tracts (Option 2).

Finding: Not Applicable. The applicant has not proposed to utilize option 2.

17.41.100. Permitted Modifications to Dimensional Standards (Option 2 Only).

Finding: Not Applicable. The applicant has not proposed to utilize option 2.

17.41.110. Tree Protection by Restrictive Covenant (Option 3).

Finding: Not Applicable. The applicant has not proposed to utilize option 3.

17.41.120. Permitted Adjustments (Option 3 Only).

Finding: Not Applicable. The applicant has not proposed to utilize option 3.

17.41.130. Regulated Tree Protection Procedures During Construction.

Finding: Complies with Condition. The applicant did not respond to this section. There are existing trees which will remain in the construction area during construction. The applicant failed to adequately respond to this criterion. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 17.**

CHAPTER 17.52 OFF –STREET PARKING AND LOADING

17.52.020.A – Number of Spaces Required

The construction of a new structure or at the time of enlargement or change in use of an existing structure within any district in the city, off-street parking spaces shall be provided in accordance with this section.

		Parking Required Per 1,000 sq. ft. gross leasable	
	Square Feet	<u>Minimum</u>	<u>Maximum</u>
Hospital	455,181	2 (819 Stalls with Reduction)	4 (1,820 stalls)

Finding: Complies with Condition. The applicant submitted a site plan with parking counts and demands for the 335,076 square feet of existing square footage in addition to the 104,000 in new square footage and 16,105 of existing shelled space to be completed. The applicant indicated that there are 749 existing parking stalls onsite. The existing count includes 66 stalls in the parking lot which will be replaced with the implementation of the Detailed Development Plan associated with Phase 1 of the Master Plan. The completion of the parking lot alteration associated with Phase 1 of the Master Plan will result in a loss of 7 parking stalls for a total of 742 stalls.

The applicant submitted a Transportation Impact Study prepared by Kittleson and Associates (Exhibit 2) which calculated a need for 138 new parking stalls with the proposed development to be installed over the 3 Phases of the Master Plan implementation. However, the TIS did not utilize the appropriate calculations for minimum and maximum parking stalls as defined in the Oregon City Municipal Code. Furthermore, the applicant is required to incrementally upgrade the existing parking lots which were developed prior to the requirement for interior parking lot landscaping with each Detailed Development Plan costing more than \$75,000 per OCMC Chapter 17.58. The parking calculations did not account for any reduction in existing parking associated with installation of interior parking lot landscaping. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. The applicant can assure this standard is met through Condition of Approval 18.

17.52.020.A.1 Multiple Uses. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately. Finding: Not Applicable. The applicant has not indicated multiple uses of the site.

17.52.020.A.2.

Requirements for types of buildings and uses not specifically listed herein shall be determined by the community development director, based upon the requirements of comparable uses listed.

Finding: Not Applicable. The use of the site was identified in Table 17.52.020.

17.52.020.A.3.

Where calculation in accordance with the following list results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or more shall require one space.

Finding: Complies as Proposed. The applicant used the rounding techniques identified in this Chapter.

17.52.020.A.4.

The minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

Finding: Complies with Condition. The applicant did not respond to this section. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. **The applicant can assure this standard is met through Condition of Approval 19.**

17.52.020.A.5.

A Change in use within an existing building located in the MUD Design District is exempt from additional parking requirements. Additions to an existing building or new construction in the district are required to meet the minimum parking requirements in Table 17.52.020.

Finding: Not Applicable. The proposed development does not include a change in use within the Mixed Use Downtown District.

17.52.020.B. Reduction of the Number of Automobile Spaces Required.

Reduction of the Number of Automobile Spaces Required. The required number of parking stalls may be reduced if one or more of the following is met:

1. Transit Oriented Development. The community development director may reduce the required number of parking stalls up to ten percent when it is determined that a commercial business center or multi-family project is adjacent to or within one thousand feet of an existing or planned public transit. Also, if a commercial center is within one thousand feet of a multi-family project, with over eighty units and pedestrian access, the parking requirements may be reduced by ten percent.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to transit oriented development.

2. Transportation Demand Management.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to transportation demand management. The applicant submitted a transportation analysis prepared by Kittleson and Associates which discussed the need for parking and parking calculations based on a minimum of 1.95 stalls per 1,000 gross square feet, a calculation which is not identified in the Oregon City Municipal Code. The analysis did not discuss a reduced parking demand due to alternative modes of transportation or a strategy to reduce parking onsite.

3. Shared Parking.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to shared parking.

4. Reduction in Parking for Tree Preservation.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls for tree preservation.

5. On-Street Parking.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls for on-street parking.

17.52.030 - Design review.

17.52.030.A. Access. Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety. Groups of more than four parking spaces shall be so located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the city engineer.

Finding: Complies with Condition. The proposed parking lot alteration and expansion would be accessed from a single ingress/egress on Davis Road. The application was reviewed by John Replinger of Replinger and Associates who did not identify a conflict with backing movements onto the public right-of-way (Exhibit 5).

The applicant did not propose any protected accessway for pedestrian to walk through the parking lot to safely walk from a vehicle into the hospital buildings or from the proposed East MOB building and the main hospital facility. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

17.52.030.B. Surfacing. Required off street parking spaces and access aisles shall have paved surfaces adequately maintained. The use of pervious asphalt/concrete and alternative designs that reduce storm water runoff and improve water quality pursuant to the city's storm water and low impact development design standards are encouraged.

Finding: Complies as Proposed. The applicant provided a site plan with an asphalt parking lot.

17.52.030.C. Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city public works storm water and grading design standards.

Finding: Complies with Conditions. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. **The applicant can assure this standard is met through Conditions of Approval 8-14.**

17.52.030.D. Dimensional Requirements.

- 1. Requirements for parking developed at varying angles are according to the table included in this section. A parking space shall not be less than seven feet in height when within a building or structure, and shall have access by an all weather surface to a street or alley. Parking stalls in compliance with the American[s] with Disabilities Act may vary in size in order to comply with the building division requirements. Up to thirty five percent of the minimum required parking may be compact, while the remaining required parking stalls are designed to standard dimensions. The community development director may approve alternative dimensions for parking stalls in excess of the minimum requirement which comply with the intent of this Chapter.
- 2. Alternative parking/landscaping plan. The city understands the physical constraints imposed upon small parking lots and encourages alternative designs for parking lots of less than ten parking stalls. The community development director may approve an alternative parking lot/landscaping plan with variations to the parking angle or space dimensions and landscaping standards for off street parking. The alternative shall be consistent

with the intent of this Chapter and shall create a safe space for automobiles and pedestrians while retaining landscaping to the quantity and quality found within parking lot landscaping requirements.

PARKING STANDARD PARKING ANGLE SPACE DIMENSIONS

Parking Angle		Stall Width	Stall to Curb	Aisle Width	Curb Length	Overhang
0 degrees		8.5	9.0	12	20	0
60	Standard	9'	21'	18'	10.4'	1.7
degrees	Compact	8'	17.9'	16'	9.2'	
90	Standard	9'	19.0'	24'	9'	1.5
degrees	Compact	8'	16.0'	22'	8'	

Finding: Complies as Proposed. The development proposal included a site plan with 0, 60 and 90 degree parking. Each of the standard stalls complies with the dimensions required with the exception of curb to stall length which is slightly longer than the required standard.

17.52.030.E Carpool and vanpool parking.

New office and industrial developments with seventy-five or more parking spaces, and new hospitals, government offices, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

Finding: Complies with Condition. The applicant did not respond to this criterion. The proposed parking lot does not increase the parking for the hospital by 50 stalls, however, it is unknown if the remainder of the campus complies with this standard. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. **The applicant can assure this standard is met through Condition of Approval 20.**

17.52.040 Bicycle parking

17.52.040.A Purpose-Applicability. To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all uses other than single-family dwellings or duplexes.

Finding: Complies. The proposed development is subject to the bicycle parking standards in OCMC 17.52.040.

17.52.040.B. Number of Bicycle Spaces Required. For any use not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the community development director is most similar to the use not specifically mentioned. Calculation of the number of bicycle parking spaces required shall be determined in the manner established in Section 17.52.020 for determining automobile parking space requirements.

	MINIMUM BICYCLE PARKING
Hospital	1 per 20 auto spaces

Finding: Complies with Condition. The applicant submitted a transportation impact study which indicated that there are only 2 bicycles parked in the parking stalls at any given time. The number of existing and proposed bicycle parking stalls is unclear in the development proposal. Prior to issuance of permits associated with any

Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. The applicant can assure this standard is met through Condition of Approval 21.

17.52.040.C.

Finding: Complies with Condition. The applicant did not submit documentation regarding the location of existing and proposed bicycle parking onsite. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. **The applicant can assure this standard is met through Condition of Approval 21.**

D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary rack to which the bicycle can be locked. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue convenience.

Finding: Complies with Condition. The applicant did not submit documentation regarding the location of existing and proposed bicycle parking onsite. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. **The applicant can assure this standard is met through Condition of Approval 21.**

17.52.060 Parking lot landscaping.

17.52.060.A.1 The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.

Finding: Complies as Proposed. A site plan prepared by Vala Christensen Landscape Architect, Inc was submitted displaying landscaping throughout the proposed parking lot. The landscaping was located in defined landscaped areas that are uniformly distributed throughout the parking area.

17.52.060.A.2. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped. **Finding: Complies with Condition.** The applicant submitted a revised landscaping plan dated January 31, 2012. The revised plan includes a striped area in the northeast corner of the site which is not utilized for maneuvering, parking or circulation. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. **The applicant can assure this standard is met through Condition of Approval 22.**

17.52.060.A.3. Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade. Finding: Complies as Proposed. The applicant submitted a landscaping plan with 4 deciduous tree species and 1 coniferous tree species throughout the parking lot. Any alterations to the landscaping plan shall demonstrate compliance with this standard.

17.52.060.A.4. Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List;

Finding: Complies with Condition. The landscaping plan included a variety of tree sizes including 1-inch caliper, 2-inch caliper and 8-foot in height and did not identify if the landscape would be planted according to American Nurseryman Standards. Not all of the trees identified on the landscaping plan were identified on the Oregon City Street Tree List. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. The applicant can meet this standard through Condition of Approval 23.

17.52.060.A.5. Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance; Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. The applicant can assure this standard is met through Condition of Approval 24.

17.52.060.A.6. All plant materials, including trees, shrubbery and ground cover should be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City Native Plant List are strongly encouraged and species found on the Oregon City Nuisance Plant List are prohibited.

Finding: Complies as Proposed. The applicant submitted a landscaping plan which did not include any plants on the Oregon City Nuisance Plant list.

17.52.060.A.7. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.

Finding: Complies as Proposed. The applicant submitted a transportation impacts study prepared by Julia Kuhn, PE of Kittleson and Associates which indicated pruning existing vegetation. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2). **The applicant can assure this standard is met through Condition of Approval 25.**

17.52.060.A.8. Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.

Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. **The applicant can assure this standard is met through Condition of Approval 26.**

17.52.060.B Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-Way Screening. Parking lots shall include a five-foot wide landscaped buffer where the parking lot abuts the right-of-way and/or adjoining properties. In order to provide connectivity between non-single-family sites, the community development director may approve an interruption in the perimeter parking lot landscaping for a single

driveway where the parking lot abuts property designated as multi-family, commercial or industrial. Shared driveways and parking aisles that straddle a lot line do not need to meet perimeter landscaping requirements.

- 1. The perimeter parking lot are[a] shall include:
- a. Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;
- b. Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
- c. An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.

Finding: Complies with Condition. The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included a landscaped area in excess of 5 feet wide between the parking lot and the public right-of-way and between the parking lot and the adjoining property. However, the landscaping within the landscape strip does not comply with this standard as the trees are not spaced a maximum of 35 feet, there is no note that limits bark except under the canopy of shrubs and within 2 feet of the base of trees, and the spacing of the evergreen hedge or shrubs does not comply with this standard. As the applicant has identified sufficient space for the perimeter parking lot landscaping, it is feasible that the landscaping comply with the landscaping requirement identified. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. **The applicant can assure this standard is met through Condition of Approval 27.**

17.52.060 C. Parking Area/Ruilding Ruffer Parking areas shall be separated from the exterior wa

17.52.060.C Parking Area/Building Buffer. Parking areas shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:

- 1. Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:
- a. Trees spaced a maximum of thirty-five feet apart;
- b. Ground cover such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
- c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or 2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.

Finding: Complies with Condition. The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included a landscaped area in excess of 5 feet wide between the parking lot and the existing building on the eastern portion of the site. However, there is no note that limits bark except under the canopy of shrubs and within 2 feet of the base of trees. As the applicant has identified sufficient space for the parking area/building buffer landscaping, it is feasible that the landscaping comply with the landscaping requirement identified. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. **The applicant can assure this standard is met through Condition of Approval 28.**

17.52.060.D Interior Parking Lot Landscaping. Surface parking lots shall have a minimum ten percent of the interior of the gross area of the parking lot devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum total site landscaping required by Section 17.62.050(1) unless otherwise permitted by

the dimensional standards of the underlying zone district. Pedestrian walkways or any impervious surface in the landscaped areas are not to be counted in the percentage. Interior parking lot landscaping shall include:

- a. A minimum of one tree per six parking spaces.
- b. Ground cover, such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.
- c. Shrubs spaced no more than four feet apart on average.
- d. No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of ten feet in length.
- e. Pedestrian walkways shall have shade trees spaced a maximum of every thirty-five feet in a minimum three-foot by five-foot tree wells; or

Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

Finding: Complies with Conditions. The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included 56 parking stalls with 10 interior parking lot landscaping trees. The landscaping plan includes no more than eight contiguous stalls without a landscape island and a mix of vegetation.

The spacing of shrubs within the interior parking lot landscaping does not comply with this standard and the applicant did not identify the percentage of the interior parking lot landscaping for the proposed parking lot. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. The applicant can assure this standard is met through Condition of Approval 29.

17.52.070 Alternative landscaping plan.

Finding: Not Applicable. The applicant has not proposed an alternative landscaping plan.

17.52.080 Maintenance The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of the site including but not limited to the off-street parking and loading spaces, bicycle parking and all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.

All plant growth in interior landscaped areas shall be controlled by pruning, trimming, or otherwise so that:

- a. It will not interfere with the maintenance or repair of any public utility;
- b. It will not restrict pedestrian or vehicular access; and
- c. It will not constitute a traffic hazard due to reduced visibility.

Finding: Complies as Proposed. The applicant indicated compliance with this standard.

CHAPTER 17.62 SITE PLAN AND DESIGN REVIEW

17.62.050 Standards.

17.62.050.A.1. Landscaping, A minimum of fifteen percent of the lot shall be landscaped. Existing native vegetation shall be retained to the maximum extent practicable. All plants listed on the Oregon City Nuisance Plant List shall be removed from the site prior to issuance of a final occupancy permit for the building. Finding: Complies with Condition. A site plan displaying all landscaping onsite demonstrates that 277,623 square feet of the 769,757 square foot site (36%) is landscaped. However, the site plan shows the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. The applicant can meet this standard by complying with Condition of Approval 4.

17.62.050.A.1.a. Except as allowed elsewhere in the zoning and land division Chapters of this Code, all areas to be credited towards landscaping must be installed with growing plant materials. A reduction of up to twenty-five percent of the overall required landscaping may be approved by the community development director if the same or greater amount of pervious material is incorporated in the non-parking lot portion of the site plan (pervious material within parking lots are regulated in OCMC 17.52.070).

Finding: Complies as Proposed. The applicant did not request a reduction in landscaping.

17.62.050.A.1.b. Pursuant to Chapter 17.49, landscaping requirements within the Natural Resource Overlay District, other than landscaping required for parking lots, may be met by preserving, restoring and permanently protecting native vegetation and habitat on development sites.

Finding: Please refer to the analysis in OCMC 17.49 of this report.

17.62.050.A.1.c. The landscaping plan shall be prepared by a registered landscape architect and include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the Landscape area. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. The community development department shall maintain a list of trees, shrubs and vegetation acceptable for landscaping.

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, dated January 31, 2012 prepared by Dean A Christensen, a registered landscape architect with Vala Christensen, Landscape Architect. The plan did not identify that within three years will cover one hundred percent of the Landscape area or limit mulch, bark chips, or similar materials at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. The applicant can satisfy this standard with Condition of Approval 30.

17.62.050.A.1.d. For properties within the Downtown Design District, or for major remodeling in all zones subject to this Chapter, landscaping shall be required to the extent practicable up to the ten percent requirement.

Finding: Not Applicable. The site is not within the Downtown Design District.

17.62.050.A.1.e. *Landscaping shall be visible from public thoroughfares to the extent practicable.* **Finding: Complies as Proposed.** The Detailed Development Plan includes installation of a parking lot adjacent to an existing parking lot which will be upgraded. The landscaping is distributed throughout the site and is visible from the right-of-way.

17.62.050.A.1.f. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum, unless otherwise permitted by the dimensional standards of the underlying zone district.

Finding: Not Applicable. OCMC Chapter 17.31.060.G does not prohibit the interior parking lot landscaping from being counted towards the 15% minimum.

17.62.050.A.2. Vehicular Access and Connectivity.

17.62.050.A.2.a. Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.

Finding: Complies as Proposed. The proposed parking lot is not located in front of a building location.

17.62.050.A.2.b. Ingress and egress locations on public thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.

Finding: Complies as Proposed. The applicant proposed a single ingress/egress for the parking lot from Davis Road.

17.62.050.A.2.c. Alleys or vehicular access easements shall be provided in the following Districts: R-2, MUC-1, MUC-2, MUD and NC zones unless other permanent provisions for access to off-street parking and loading facilities are approved by the decision-maker. The corners of alley intersections shall have a radius of not less than ten feet.

Finding: Not Applicable. The subject site is within the "MUE" Mixed Use Employment District.

17.62.050.A.2.d. On corner lots, the driveway(s) shall be located off of the side street (unless the side street is an arterial) and away from the street intersection.

Finding: Complies as Proposed. The subject site is a corner lot, with access from Davis Street, with no access from Division Street.

17.62.050.A.2.e. Sites abutting an alley shall be required to gain vehicular access from the alley. Finding: Not Applicable. The subject site does not abut an alley.

17.62.050.A.2.f. Where no alley access is available, the development shall be configured to allow only one driveway per frontage. Shared driveways shall be required as needed to accomplish the requirements of this section. The driveway shall be located to one side of the lot and away from the center of the site. The location and design of pedestrian access from the public sidewalk shall be emphasized so as to be clearly visible and distinguishable from the vehicular access to the site. Special landscaping, paving, lighting, and architectural treatments may be required to accomplish this requirement.

Finding: Complies as Proposed. The parking lot alteration includes three frontages and a single driveway located on Davis Street.

17.62.050.A.2.g. Development of large sites (more than two acres) shall be required to provide existing or future connections to adjacent sites through the use of a vehicular and pedestrian access easements where applicable.

Finding: Complies with Condition. The Master Plan utilizes access across adjacent parcels, but it is unknown if an easement existing to provides such access. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. **The applicant can satisfy this standard with Condition of Approval 31.**

17.62.050.A.2.h. Parking garage entries (both individual, private and shared parking garages) shall not dominate the streetscape. They shall be designed and situated to be ancillary to the use and architecture of the ground floor. This standard applies to both public garages and any individual private garages, whether they front on a street or private interior access road.

Finding: Not Applicable. The applicant has not proposed to construct a parking garage with the proposed development.

17.62.050.A.2.i. Buildings containing above-grade structured parking shall screen such parking areas with landscaping or landscaped berms, or incorporate contextual architectural elements that complement adjacent buildings or buildings in the area. Upper level parking garages shall use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.

Finding: Not Applicable. The applicant has not proposed to construct a structured parking lot.

17.62.050.A.3. Building structures shall be complimentary to the surrounding area. All exterior surfaces shall present a finished appearance. All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades or decking shall be prohibited.

Finding: Complies as Proposed. The applicant has not proposed to construct any buildings with the proposed development. The development application includes an upgrade an expansion of a nonconforming parking lot which will comply with the parking lot standards within the Oregon City Municipal Code.

17.62.050.A.4. This standard requires that grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.

Finding: Complies with Conditions. The applicant noted that a minimum amount of grading is required for this project. The grading shall be reviewed by the Development Services Department upon submission of a grading permit onsite. All grading activities shall comply with Chapter 3 of the City of Oregon City Stormwater and Grading Design Standards. In addition, the applicant shall comply with Engineering Policy 00-01. **The applicant can meet this standard through Conditions of Approval 6 and 11.**

17.62.050.A.5. This section requires that development subject to the requirements of the Geologic Hazard overlay district shall comply with the requirements of that district.

Finding: Please refer to the analysis in Chapter 17.44 of this report.

17.62.050.A.6. Drainage shall be provided in accordance with city's drainage master plan, Chapter 13.12, and the public works stormwater and grading design standards.

Finding: Complies with Conditions. Stormwater mains exist bordering the site. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the Applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. The use of Lynchstyle catch basins for water quality is required for all new/revised parking lots. Stormwater detention is required. Water quality treatment will be achieved by means of any number of water quality features such as green roofs, vegetated swale, flow-thru planter box, or other LID system that will be designed per City of Oregon City Design Standards. **The applicant can meet this standard through Conditions of Approval 8, 9, 10, 11 and 12.**

17.62.050.A.7. This standard requires the development shall comply with City's parking standards as provided in Chapter 17.52.

Finding: Please see the analysis in Chapter 17.52 of this report.

17.62.050.A.8. This section requires that sidewalks and curbs shall be provided in accordance with the city's standards.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i within this report.

17.62.050.A.9.a. A well-marked, continuous and protected on-site pedestrian circulation system meeting the following standards shall be provided:

Pathways between all building entrances and the street are required. Pathways between the street and buildings fronting on the street shall be direct. Exceptions may be allowed by the director where steep slopes or protected natural resources prevent a direct connection or where an indirect route would enhance the design and/or use of a common open space.

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe

access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. Per OCMC Chapter 17.58, the applicant is required to review and upgrade the existing pedestrian circulation onsite with Phase 2 and 3 of the Master Plan. **The applicant can meet this standard by complying with condition of approval 7.**

17.62.050.A.9.b. The pedestrian circulation system shall connect all main entrances on the site. For buildings fronting on the street, the sidewalk may be used to meet this standard. Pedestrian connections to other areas of the site, such as parking areas, recreational areas, common outdoor areas, and any pedestrian amenities shall be required.

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. The applicant can meet this standard by complying with condition of approval 7.

17.62.050.A.9.c. Elevated external stairways or walkways, that provide pedestrian access to multiple dwelling units located above the ground floor of any building are prohibited. The community development director may allow exceptions for external stairways or walkways located in, or facing interior courtyard areas provided they do not compromise visual access from dwelling units into the courtyard.

Finding: Not Applicable. The site does not contain a dwelling unit.

17.62.050.A.9.d. The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

17.62.050.A.9.e. The pedestrian circulation system shall connect the principal building entrance to those of buildings on adjacent commercial and residential sites where practicable. Walkway linkages to adjacent developments shall not be required within industrial developments or to industrial developments or to vacant industrially-zoned land.

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. The applicant can meet this standard by complying with condition of approval 7.

17.62.050.A.9.f. On-site pedestrian walkways shall be hard surfaced, well drained and at least five feet wide. Surface material shall contrast visually to adjoining surfaces. When bordering parking spaces other than spaces for parallel parking, pedestrian walkways shall be a minimum of seven feet in width unless curb stops

are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel. Pedestrian walkways that cross drive isles or other vehicular circulation areas shall utilize a change in textual material or height to alert the driver of the pedestrian crossing area. Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. The applicant can meet this standard by complying with condition of approval 7.

17.62.050.A.10. This standard requires adequate means to ensure continued maintenance and necessary normal replacement of common facilities and areas, drainage ditches, streets and other ways, structures, recreational facilities, landscaping, fill and excavation areas, screening and fencing, groundcover, garbage storage areas and other facilities not subject to periodic maintenance by the city or other public agencies. **Finding: Complies with Condition.** The applicant did not respond to this criterion. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. The applicant can meet this standard by complying with condition of approval 32.

17.62.050.A.11. This standard requires that site planning shall conform to the requirements of Oregon City Municipal Code Chapter 17.41—Tree Protection.

Finding: Please refer to the analysis in Chapter 17.41 of this report.

17.62.050.A.12. This standard requires compliance with the Natural Resource Overlay District when applicable.

Finding: Please refer to the analysis in Chapter 17.49 of this report.

17.62.050.A.13. This standard requires that all development shall maintain compliance with applicable Federal, State, and City standards pertaining to air, water, odor, heat, glare, noise and vibration, outdoor storage, and toxic material.

Finding: Complies as Proposed. The applicant indicted compliance with this standard.

17.62.050.A.14. Adequate public water and sanitary sewer facilities sufficient to serve the proposed or permitted level of development shall be provided. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development. Service providers shall be presumed correct in the evidence, which they submit. All facilities shall be designated to city standards as set out in the city's facility master plans and public works design standards. A development may be required to modify or replace existing off-site systems if necessary to provide adequate public facilities. The city may require over sizing of facilities where necessary to meet standards in the city's facility master plan or to allow for the orderly and efficient provision of public facilities and services. Where over sizing is required, the developer may request reimbursement from the city for over sizing based on the city's reimbursement policy and fund availability, or provide for recovery of costs from intervening properties as they develop.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.C.3 of this report.

17.62.050.A.15. This standard requires that all traffic related impacts should be mitigated. The traffic mitigation elements may include adequate right-of-way improvements, pedestrian ways, and bike routes. The proposal shall demonstrate consistency with the Oregon City Transportation System Plan (TSP).

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

17.62.050.A.16. If Tri-Met, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, bus landing pad or transit stop connection be constructed at the time of development, the review authority shall require such improvement, using designs supportive of transit use.

Finding: Complies as Proposed. Transit operates on the abutting portion of Division Street, with a bus stop adjacent to the site. The applicant submitted comments from Tri-Met confirming the location of the transit stop as appropriate. No concerns regarding the application were expressed.

17.62.050.A.17. This standard requires that all utilities shall be placed underground.

Finding: Complies as Proposed. The applicant indicated that all utilities would be placed underground.

17.62.050.A.18. Access and facilities for physically handicapped people shall be incorporated into the site and building design consistent with applicable federal and state requirements, with particular attention to providing continuous, uninterrupted access routes.

Finding: Complies as Proposed. The Building Division will review the proposal for compliance with applicable building codes upon submission of a building permit application.

17.62.050.A.19. This standard requires minimum densities for residential developments.

Finding: Not Applicable. This project is not a residential development.

17.62.050.A.20. *Screening of Mechanical Equipment:*

Finding: Not Applicable. The applicant did not propose to install mechanical equipment with the proposed development.

17.62.050.A.21. *Building Materials*.

Finding: Not Applicable. The development proposal does not include construction of a building.

17.62.050.A.22. Conditions of Approval. The review authority may impose such conditions as it deems necessary to ensure compliance with these standards and other applicable review criteria.

Finding Complies. As demonstrated within this report, the proposal will comply with the standards of the Oregon City Municipal Code with conditions.

17.62.055 - Institutional and commercial building standards.

17.62.055.**B.** Applicability. In addition to Section 17.62.050 requirements, institutional and commercial buildings shall comply with design standards contained in this section.

Finding: Applicable. The subject site is developed as a hospital within the Mixed Use Employment District.

17.62.055.C. Relationship between zoning district design standards and requirements of this section.

<u>17.62.055.</u>C.1. Building design shall contribute to the uniqueness of the underlying zoning district by applying appropriate materials, elements, features, color range and activity areas tailored specifically to the site and its context.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

<u>17.62.055.</u>C .2 A standardized prototype or franchise design shall be modified if necessary to meet the provisions of this section.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

<u>17.62.055.</u>C.3. In the case of a multiple building development, each individual building shall include predominant characteristics, architectural vocabulary and massing shared by all buildings in the development so that the development forms a cohesive place within the underlying zoning district or community.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

<u>17.62.055.</u>C.4 With the exception of standards for building orientation and building front setbacks, in the event of a conflict between a design standard in this section and a standard or requirement contained in the underlying zoning district, the standard in the zoning district shall prevail.

Finding: Not Applicable. A conflict between the design standards and a standard in the underlying district does not exist.

<u>17.62.055.</u>C.5 On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D.

Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. **The applicant can meet this standard by complying with Condition of Approval 33.**

17.62.055.D.1 Relationship of Buildings to Streets and Parking.

Finding: Not Applicable. The Master Plan included approximate locations of future structures and additions which appear to demonstrate greater compliance with this standard. Future phases of the Master Plan shall be reviewed for compliance with this standard. The applicant did not propose to construct a new building with the Detailed Development Plan.

<u>17.62.055</u>.**D.2** The front most architecturally significant facade shall be oriented toward the street and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.D.3 Entryways.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

<u>17.62.055.</u>D.4 Where additional stores will be located in the large retail establishment, each such store shall have at least one exterior customer entrance, which shall conform to the same requirements.

Finding: Not Applicable. The proposed development is not within a large retail establishment.

<u>17.62.055</u>.**D.5** Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk. Awnings shall be no longer than a single storefront.

Finding: Not Applicable. The applicant has not proposed to construct a trellis, canopy or awning into the public right-of-way.

17.62.055.E *Corner Lots.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the Detailed Development Plan for Phase 1 of the Master Plan. All future construction shall demonstrate compliance with this standard.

17.62.055.F Commercial First Floor Frontage.

In order to ensure that the ground floor of structures have adequate height to function efficiently for retail uses, the first floor height to finished ceiling of new infill buildings in the mixed use and neighborhood commercial districts shall be no lower than fourteen feet floor to floor. Where appropriate, the exterior facade at the ceiling level of new structures shall include banding, a change of materials or relief which responds to the cornice lines and window location of existing buildings that abut new structures.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.G. Variation in Massing.

A single, large, dominant building mass shall be avoided in new buildings and, to the extent reasonably feasible, in development projects involving changes to the mass of existing buildings.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.HMinimum Wall Articulation.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.I. Facade Transparency.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.J *Roof Treatments.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.K *Drive-through facilities shall:*

- 1. Be located at the side or rear of the building.
- 2. Be designed to maximize queue storage on site.

Finding Not Applicable. The proposed development does not include the installation of a drive through facility.

17.62.065 Outdoor Lighting

17.62.065 .**B** Applicability.

Finding: Complies. The applicant proposed to install exterior lighting with this proposed development. The development is subject to the standards in OCMC 17.62.065.

17.62.065. C General Review Standard. If installed, all exterior lighting shall meet the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. For purposes of this section, properties that comply with the design standards of subsection D. below shall be deemed to not adversely affect adjacent properties or the community.

Finding: Refer to the analysis in 17.62.065.D within this report.

17.62.065 .D Design and Illumination Standards.

General Outdoor Lighting Standard and Glare Prohibition.

17.62.065 .D.1 Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 footcandle to illumination levels at any point off-site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:

Finding: Complies as Proposed. The applicant submitted a photometric plan for the proposed lighting alterations within the parking lot (Exhibit 2). The plan did not identify glare on adjacent properties more than 0.5 footcandles.

17.62.065 .D.2 Any light source or lamp that emits more than nine hundred lumens (thirteen watt compact fluorescent or sixty watt incandescent) shall be concealed or shielded with a full cut-off style fixture in order to minimize the potential for glare and unnecessary diffusion on adjacent property. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungstenhalogen), or high pressure sodium with a color rendering index above seventy.

Finding: Complies as Proposed. The applicant indicated compliance with this criterion.

17.62.065 .D.3 The maximum height of any lighting pole serving a multi-family residential use shall be twenty feet. The maximum height serving any other type of use shall be twenty-five feet, except in parking lots larger than five acres, the maximum height shall be thirty-five feet if the pole is located at least one hundred feet from any residential use.

Finding: Not Applicable. The applicant did not propose multi-family residential development.

17.62.065 .**D.4** Lighting levels:

Table 1-17.62.065. Foot-candle Levels

Location	Max
Pedestrian Walkways	7:1 max/min ratio
Pedestrian Walkways in Parking Lots	10:1 max/min ratio
Pedestrian Accessways	7:1 max/min ratio
Building Entrances	
Bicycle Parking Areas	
Abutting property	.05

Finding: Complies with Condition. The applicant submitted a photometric plan which appeared to comply with the lighting levels identified in OCMC 17.62.065. However, the applicant is required to install a pedestrian walkway within the proposed parking lot. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. **The applicant can meet this standard through Condition of Approval 34.**

17.62.065 .D .5 Parking lots and other background spaces shall be illuminated as unobstrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.

Finding: Please refer to the analysis in 17.62.065.D.4.

17.62.065 .D .6 Any on-site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1. Finding: Please refer to the analysis in 17.62.065.D.4.

17.62.065 .D.7 Pedestrian Accessways. To enhance pedestrian and bicycle safety, pedestrian accessways required pursuant to OCMC 12.28 shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances. Lamps shall include a high-pressure sodium bulb with an unbreakable lens. Finding: Complies with Condition. The development proposal did not include installation of a pedestrian accessway. However, as demonstrated within this report the applicant is required to install a pedestrian walkway within the proposed parking lot. Prior to issuance of a building permit associated with the development the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. The applicant can meet this standard through Condition of Approval 34.

17.62.065 .D.8 Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.

Finding: Not Applicable. No floodlights are proposed.

17.62.065 .D.9 Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy. Finding: Not Applicable. No canopy lighting is proposed.

17.62.065 .D.10 The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the site.

Finding: Complies as Proposed. The applicant indicated that the proposed fixtures match the existing fixtures onsite.

17.62.065 .D.11 In no case shall exterior lighting add more than one foot-candle to illumination levels at any point off-site.

Finding: Complies as Proposed. The applicant submitted a photometric plan for the proposed lighting alterations within the parking lot (Exhibit 2). The plan did not identify glare on adjacent properties more than 0.5 footcandles.

17.62.065 .D .12 All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.

Finding: Complies as Proposed. The applicant indicated that all outdoor lighting in this application is for the purposes of security and ease of use for the parking lot.

17.62.065 .D.13 Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a narrow cone beam of light that will not extend beyond the illuminated object. Finding: Not Applicable. No flags, statues, or any other objects mounted on a pole, pedestal, or platform are proposed.

17.62.065 .D.14 For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.

Finding: Not Applicable. No upward directed lighting is proposed.

17.62.065 .D.15 No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.

Finding: Complies as Proposed. The applicant indicated that no flickering or flashing lights are proposed.

17.62.065 .D.16 Wireless Sites.

Finding: Not Applicable. This section relates to wireless sites, and does not apply.

17.62.065 .D .17 Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, provided that such uses comply with the following standards:

i. Maximum permitted light post height: eighty feet.

ii . Maximum permitted illumination at the property line: 0.5 foot-candles

Finding: Not Applicable. This section applies to outdoor recreation sites, and does not apply.

17.62.080 *Special Development along Transit Streets*

17.62.080.B. Applicability. Except as otherwise provide in this section, the requirements of this section shall apply to the construction of new retail, office and institutional buildings which front on a transit street. Finding: Complies. The abutting portion of Division Street which supports bus routes.

17.62.080.C

- 1. All buildings shall have at least one main building entrance oriented towards the transit street. A main building entrance is oriented toward a transit street if it is directly located on the transit street, or if it is linked to the transit street by an on-site pedestrian walkway that does not cross off-street parking or maneuvering areas.
- a. If the site has frontage on more than one transit street, or on a transit street and a street intersecting a transit street, the building shall provide one main building entrance oriented to the transit street or to the corner where the two streets intersect.
- b. For building facades over three hundred feet in length on a transit street, two or more main building entrances shall be provided as appropriate and oriented towards the transit street.
- 2. Main building entrances shall be well lighted and visible from the transit street. The minimum lighting level for building entries shall be three foot-candles. Lighting shall be a pedestrian scale with the source light shielded to reduce glare.
- 3. In the event a requirement of this section conflicts with other requirements in Title 17, the requirements of this section shall control.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.080.D Exemptions. The following permitted uses are exempted from meeting the requirements of subsection C. of this section:

- 1. Heavy equipment sales;
- 2. Motor vehicle service stations, including convenience stores associated therewith;
- 3. Solid waste transfer stations; and
- 4. Truck stops, including convenience stores, eating or drinking establishments, overnight accommodations or other similar services associated therewith. A use found by the community development director to be similar to the exempt uses above.

Finding: Not Applicable. The applicant has not proposed an exempted use.

17.62.085 Refuse and Recycling Standards for commercial, industrial and multi-family developments The purpose and intent of these provisions is to provide an efficient, safe and convenient refuse and recycling enclosure for the public as well as the local collection firm. All new development, change in property use, expansions or exterior alterations to uses other than single-family or duplex residences shall include a refuse and recycling enclosure.

Finding: Not Applicable. The subject site utilized as a hospital, an institutional site which is no subject to this standard.

Chapter 12.04 STREETS, SIDEWALKS AND PUBLIC PLACES

12.04.005 Jurisdiction and management of the public rights-of-way

Finding: Complies with Condition. The adjacent right-of-way is under the jurisdiction of Oregon City. The City has approved all changes to the right-of-way identified within this report. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. **The applicant can meet this standard through Condition of Approval 37.**

12.04.010 Construction specifications – improved streets

All sidewalks hereafter constructed in the city on improved streets shall be constructed to city standards and widths required in the Oregon City Transportation System Plan. The curb shall be constructed at the same time as the construction of the sidewalk and shall be located as provided in the ordinance authorizing the improvement of said street next proceeding unless otherwise ordered by the city commission. Both sidewalks and curbs are to be constructed according to plans and specifications provided by the city engineer.

Finding: Complies as Proposed. The applicant indicated compliance the Oregon City street design standards.

12.04.020 Construction specification – unimproved streets

Finding: Not Applicable. The site does not abut an unimproved street.

12.04.025 Street design – Curb cuts

Finding: Complies as Proposed. The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis Road. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

12.04.030 – Maintenance and repair

The owner of land abutting the street where a sidewalk has been constructed shall be responsible for maintaining said sidewalk and abutting curb, if any, in good repair.

Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.031 Liability for sidewalk injuries

- A. The owner or occupant of real property responsible for maintaining the adjacent sidewalk shall be liable to any person injured because of negligence of such owner or occupant in failing to maintain the sidewalk in good condition.
- B. If the city is required to pay damages for an injury to persons or property caused by the failure of a person to perform the duty that this ordinance imposes, the person shall compensate the city for the amount of the damages paid. The city may maintain an action in a court of competent jurisdiction to enforce this section. Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.032 Required sidewalk repair

- A. When the public works director determines that repair of a sidewalk is necessary he or she shall issue a notice to the owner of property adjacent to the sidewalk.
- B. The notice shall require the owner of the property adjacent to the defective sidewalk to complete the repair of the sidewalk within ninety days after the service of notice. The notice shall also state that if the repair is not made by the owner, the City may do the work and the cost of the work shall be assessed against the property adjacent to the sidewalk.
- C. The public works director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the public works director shall cause a

copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.

D. The person serving the notice shall file with the city recorder a statement stating the time, place and manner of service or notice.

Finding: Complies as Proposed. The adjacent right-of-way is under the jurisdiction of Oregon City. The City has approved all changes to the right-of-way identified within this report.

12.04.033 city may do work

If repair of the sidewalk is not completed within ninety days after the service of notice, the public works director shall carry out the needed work on the sidewalk. Upon completion of the work, the public works director shall submit an itemized statement of the cost of the work to the finance director. The city may, at its discretion, construct, repair or maintain sidewalks deemed to be in disrepair by the public works director for the health, safety and general welfare of the residents of the city.

Finding: Not Applicable. The City has not proposed to do sidewalk repairs with this development.

12.04.034 Assessment of costs

Upon receipt of the report, the finance director shall assess the cost of the sidewalk work against the property adjacent to the sidewalk. The assessment shall be a lien against the property and may be collected in the same manner as is provided for in the collection of street improvement assessment.

Finding: Not Applicable. The City has not proposed to do sidewalk repairs with this development.

12.04.040 Streets - Enforcement

Any person whose duty it is to maintain and repair any sidewalk, as provided by this Chapter, and who fails to do so shall be subject to the enforcement procedures of Chapters 1.16, 1.20 and 1.24. Failure to comply with the provisions of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Not Applicable. The subject site is not under enforcement action at this time.

12.04.045 Street design – Constrained local streets and/or rights-of-way

Finding: Not Applicable. No constrained streets are proposed or required.

12.04.050 Retaining walls - Required

Every owner of a lot within the city, abutting upon an improved street, where the surface of the lot or tract of land is above the surface of the improved street and where the soil or earth from the lot, or tract of land is liable to, or does slide or fall into the street or upon the sidewalk, or both, shall build a retaining wall, the outer side of which shall be on the line separating the lot, or tract of land from the improved street, and the wall shall be so constructed as to prevent the soil or earth from the lot or tract of land from falling or sliding into the street or upon the sidewalk, or both, and the owner of any such property shall keep the wall in good repair.

Finding: Not Applicable. The applicant did not propose to install a retaining wall in the public right-of-way.

Finding: Not Applicable. The applicant did not propose to install a retaining wall in the public right-of-way. Future retaining walls within the right-of-way are subject to compliance with this standard.

12.04.060 Retaining walls- Maintenance

When a retaining wall is necessary to keep the earth from falling or sliding onto the sidewalk or into a public street and the property owner or person in charge of that property fails or refuses to build such a wall, such shall be deemed a nuisance. The violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Not Applicable. The applicant did not propose to install a retaining wall in the public right-of-way.

12.04.070- Removal of sliding dirt.

It shall be the duty of the owner of any property as mentioned in Section 12.04.050, and in case the owner is a nonresident, then the agent or other person in charge of the same, to remove from the street or sidewalk or both

as the case may be, any and all earth or dirt falling on or sliding into or upon the same from the property, and to build and maintain in order at all times, the retaining wall as herein required; and upon the failure, neglect or refusal of the land owner, the agent or person in charge of the same to clean away such earth or dirt, falling or sliding from the property into the street or upon the sidewalk, or both, or to build the retaining wall, shall be deemed guilty of a misdemeanor.

Finding: Not Applicable. The applicant has not proposed and is not required to remove sliding dirt with this application.

12.04.080 - Excavations—Permit required.

It shall be unlawful for any person to dig up, break, excavate, disturb, dig under or undermine any public street or alley, or any part thereof or any macadam, gravel, or other street pavement or improvement without first applying for and obtaining from the engineer a written permit so to do.

Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.090 - Excavations—Permit restrictions.

The permit shall designate the portion of the street to be so taken up or disturbed, together with the purpose for making the excavation, the number of days in which the work shall be done, and the trench or excavation to be refilled and such other restrictions as may be deemed of public necessity or benefit.

Finding: Not Applicable. The City shall review a permit upon submittal.

12.040.095 - Street Design—Curb Cuts.

To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents **Finding: Complies as Proposed.** The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

12.04.100 - Excavations—Restoration of pavement.

Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to put the street or alley in as good condition as it was before it was so broken, dug up or disturbed, and shall remove all surplus dirt, rubbish, or other material from the street or alley.

Finding: Applies. The applicant is subject to this standard.

12.04.110 - Excavations—Nuisance—Penalty.

Any excavation in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Not Applicable. All excavations will comply with this Chapter via the conditions of approval.

12.04.120 - Obstructions—Permit required.

Finding: Not Applicable. The applicant has not proposed an obstruction within the right-of-way in this application.

12.04.130 - Obstructions—Sidewalk sales.

- A. It is unlawful for any person to use the public sidewalks of the city for the purpose of packing, unpacking or storage of goods or merchandise or for the display of goods or merchandise for sale. It is permissible to use the public sidewalks for the process of expeditiously loading and unloading goods and merchandise.
- B. The city commission may, in its discretion, designate certain areas of the city to permit the display and sale of goods or merchandise on the public sidewalks under such conditions as may be provided.

Finding: Not Applicable. The applicant has not proposed a sidewalk sale with this application.

12.04.140 - Obstructions—Nuisance—Penalty.

Any act or omission in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.150 - Street and alley vacations—Cost.

At the time of filing a petition for vacation of a street, alley or any part thereof, a fee as established by city commission resolution shall be paid to the city.

Finding: Not Applicable. The applicant has not proposed a street or alley vacation with this application.

12.04.160 - Street vacations—Restrictions.

The commission, upon hearing such petition, may grant the same in whole or in part, or may deny the same in whole or in part, or may grant the same with such reservations as would appear to be for the public interest, including reservations pertaining to the maintenance and use of underground public utilities in the portion vacated.

Finding: Not Applicable. The applicant has not proposed a street or alley vacation with this application.

12.04.170 - Street design—Purpose and general provisions.

All development shall be in conformance with the policies and design standards established by this Chapter and with applicable standards in the city's public facility master plan and city design standards and specifications. In reviewing applications for development, the city engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development must be reviewed and approved by the city engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction. Finding: Complies as Proposed. The applicant indicated compliance the Oregon City street design standards.

12.04.175 - *Street design—Generally.*

The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. Where location is not shown in the development plan, the arrangement of streets shall either:

- A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;
- B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Access control in accordance with section 12.04.200 shall be required to preserve the objectives of street extensions.

Finding: The site is currently developed with existing sidewalks on the development areas except along the northern part of the parking lot expansion. Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for each phase.

12.04.180 - Street design—Minimum right-of-way.

All development shall provide adequate right-of-way and pavement width. Adequate right-of-way and pavement width shall be provided by:

A. Complying with the street design standards contained in the table provided in Chapter 12.04. The street design standards are based on the classification of streets that occurred in the Oregon City Transportation

System Plan (TSP), in particular, the following TSP figures provide the appropriate classification for each street in Oregon City: Figure 5-1: Functional Classification System and New Roadway Connections; Figure 5-3: Pedestrian System Plan; Figure 5.6: Bicycle System Plan; and Figure 5.7: Public Transit System Plan. These TSP figures from the Oregon City Transportation System Plan are incorporated herein by reference in order to determine the classification of particular streets.

Table 12.04.020 STREET DESIGN STANDARDS			
Type of Street	Maximum Right-of-Way Width	Pavement Width	
Major arterial	124 feet	98 feet	
Minor arterial	114 feet	88 feet	
Collector street	86 feet	62 feet	
Neighborhood Collector street	81 feet	59 feet	
Local street	54 feet	32 feet	
Alley	20 feet	16 feet	

B. The applicant may submit an alternative street design plan that varies from the street design standards identified above. An alternative street design plan may be approved by the city engineer if it is found the alternative allows for adequate and safe traffic, pedestrian and bicycle flows and transportation alternatives and protects and provides adequate multi-modal transportation services for the development as well as the surrounding community.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report for full details of required improvements for each phase.

12.04.185 - Street design—Access control.

- A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the city as a city controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.
- B. The city may grant a permit for the adjoining owner to access through the access control.
- C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."
- A. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."

Finding: Complies as Proposed. The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

12.04.190 - Street design—Alignment.

The centerline of streets shall be:

- A. Aligned with existing streets by continuation of the centerlines; or
- A. Offset from the centerline by no more than ten feet, provided appropriate mitigation, in the judgment of the city engineer, is provided to ensure that the offset intersection will not pose a safety hazard.

Finding: Not Applicable. The applicant has not proposed a street alignment with this application.

12.04.195 - Minimum street intersection spacing standards.

Finding: Not Applicable. The applicant has not proposed and is not required to install a new intersection with this development.

12.04.200 - Street design—Constrained local streets and/or rights-of-way.

Finding: Not Applicable. The development proposal does not include a constrained street.

12.04.205 - Intersection level of service standards.

When reviewing new developments, the City of Oregon City requires all relevant intersections to be maintained at the minimum acceptable Level Of Service (LOS) upon full build-out of the proposed development. The minimum acceptable LOS standards are as follows:

- A. For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.
- B. For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.
- C. For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

12.04.210 - Street design—Intersection angles.

Finding: Not Applicable. The applicant has not proposed and is not required to redesign an intersection.

12.04.215 - Street design—Off-site street improvements.

During consideration of the preliminary plan for a development, the decision maker shall determine whether existing streets impacted by, adjacent to, or abutting the development meet the city's applicable planned minimum design or dimensional requirements. Where such streets fail to meet these requirements, the decision-maker shall require the applicant to make proportional improvements sufficient to achieve conformance with minimum applicable design standards required to serve the proposed development.

Finding: Not Applicable. The applicant has not proposed and the City is not requiring off-site improvements.

12.04.220 - Street design—Half street.

Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker must first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant must construct an additional ten feet of pavement width so as to make the half street safe and usable until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access control as described in [Section] 12.04.200 may be required to preserve the objectives of half streets.

Finding: Not Applicable. A half street is not proposed or existing adjacent to the site.

12.04.225 - Street design—Cul-de-sacs and dead-end streets.

Finding: Not Applicable. A cul-de-sac or dead end is not proposed or required.

12.04.230 - Street design—Street names.

Finding: Not Applicable. A new street is not proposed or existing with the proposed development.

12.04.235 - Street design—Grades and curves.

Grades and center line radii shall conform to the standards in the city's street design standards and specifications.

Finding: Not applicable. A new street is not proposed with the proposed development.

12.04.240 - Street design—Development abutting arterial or collector street.

Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.

Finding: Complies with Condition. The applicant has not proposed and the City has not requiring the applicant to change the location of the existing accessways with this development. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. **The applicant can meet this standard through Condition of Approval 37.**

12.04.245 - Street design—Pedestrian and bicycle safety.

Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.

All crosswalks shall include a large vegetative or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The decision maker may approve an alternative design that achieves the same standard for constrained sites or where deemed unnecessary by the city engineer.

Finding: The site is currently developed sidewalks on all frontages except along the northern half of the proposed parking lot expansion. The applicant proposes to install the missing sidewalk as part of Phase 1. Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for Phase 1.

12.04.255 - Street design—Alleys.

Finding: Not Applicable. The applicant has not proposed to install a new alley with this application.

12.04.260 - Street design—Transit.

Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with Tri-Met where the application impacts transit streets as identified on Figure 5.7: Public Transit System Plan of the Oregon City Transportation System Plan. Pedestrian/bicycle access ways shall be provided as necessary in conformance with the requirements in Section 17.90.220 of this code and Chapter 12.24 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.

Finding: Not Applicable. The applicant has not proposed and is not required to install transit improvements.

12.04.265 - Street design—Planter strips.

All development shall include vegetative planter strips that are five feet in width or larger and located adjacent to the curb. This requirement may be waived or modified if the decision maker finds it is not practicable. The decision maker may permit constrained sites to place street trees on the abutting private property within 10 feet

of the public right-of-way if a covenant is recorded on the title of the property identifying the tree as a city street tree which is maintained by the property owner. Development proposed along a collector, minor arterial, or major arterial street may use tree wells with root barriers located near the curb within a wider sidewalk in lieu of a planter strip, in which case each tree shall have a protected area to ensure proper root growth and reduce potential damage to sidewalks, curbs and gutters.

To promote and maintain the community tree canopy adjacent to public streets, trees shall be selected and planted in planter strips in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining healthy and attractive trees and vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for each phase including the planter strip and street tree requirements.

12.04.270 - Standard construction specifications.

The workmanship and materials for any work performed under permits issued per this Chapter shall be in accordance with the edition of the "Standard Specifications for Public Works Construction," as prepared by the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city, in effect at the time of application. The exception to this requirement is where this Chapter and the Public Works Street Design Drawings provide other design details, in which case the requirements of this Chapter and the Public Works Street Design Drawings shall be complied with. In the case of work within ODOT or Clackamas County rights-of-way, work shall be in conformance with their respective construction standards.

Finding: Complies as Proposed. The applicant indicated compliance the Oregon City street design standards.

Chapter 12.08 PUBLIC AND STREET TREES

<u>12.08.015</u> - Street tree planting and maintenance requirements.

All new construction or major redevelopment shall provide street trees adjacent to all street frontages. Species of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City Street Tree List or be approved by a certified arborist. If a setback sidewalk has already been constructed or the Development Services determines that the forthcoming street design shall include a setback sidewalk, then all street trees shall be installed with a planting strip. If existing street design includes a curbtight sidewalk, then all street trees shall be placed within the front yard setback, exclusive of any utility easement.

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan, dated January 31, 2012, identifying the location of street trees, but not identifying the species. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species within the size of the tree well. **The applicant can meet this standard through Condition of Approval 23.**

<u>12.08.015</u>.A One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage. The community development director may approve an alternative street tree plan if site or other constraints prevent meeting the placement of one street tree per thirty-five feet of property frontage.

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, dated January 31, 2012, for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan. The landscaping plan identified less than 1 street tree for every 35 feet of frontage along the Division Street and Penn Lane frontages.

It is feasible that the applicant revise the landscaping plan to include the proper amount of street trees required along each frontage. The parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan extends along the entire Division Street frontage and along a portion of the Penn Lane frontage. The landscaping plan displays the appropriate number of trees abutting the parking lot on the Penn Lane frontage however, the street improvements, including street trees along eastern portion of the frontage where the future Medical Office Building is identified to be constructed in Phase 3. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot me met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. All future Detailed Development Plans shall demonstrate compliance with this standard. The applicant can meet this standard through Condition of Approval 35.

12.08.015.B The following clearance distances shall be maintained when planting trees:

- 1. Fifteen feet from streetlights;
- 2. Five feet from fire hydrants;
- *3. Twenty feet from intersections;*
- 4. A minimum of five feet (at mature height) below power lines.

Finding: Complies with Condition. The applicant is required to revise the location of the street trees adjacent to the parking lot. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

<u>12.08.015.</u>C All trees shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications.

Finding: Complies as Proposed. The street trees proposed are 2-inches in caliper.

<u>12.08.015.</u>D All established trees shall be pruned tight to the trunk to a height that provides adequate clearance for street cleaning equipment and ensures ADA complaint clearance for pedestrians.

Finding: Complies with Condition. The applicant did not provide a response to this criterion. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

12.08.020 - Street tree species selection.

The community development director may specify the species of street trees required to be planted if there is an established planting scheme adjacent to a lot frontage, if there are obstructions in the planting strip, or if overhead power lines are present.

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, dated January 31, 2012 identifying the location of street trees, but not identifying the species. Prior to issuance of a permit associated with the site, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species within the size of the tree well. **The applicant can meet this standard through Condition of Approval 23.**

<u>12.08.025</u> - General tree maintenance.

Abutting property owners shall be responsible for the maintenance of street trees and planting strips. Topping of trees is permitted only under recommendation of a certified arborist, or other qualified professional, if required by city staff. Trees shall be trimmed appropriately. Maintenance shall include trimming to remove

dead branches, dangerous limbs and to maintain a minimum seven-foot clearance above all sidewalks and tenfoot clearance above the street. Planter strips shall be kept clear of weeds, obstructing vegetation and trash. Finding: Complies with Condition. The applicant did not respond to this section. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. The applicant can meet this standard through Condition of Approval 35.

12.08.030 - Public property tree maintenance.

The city shall have the right to plant, prune, maintain and remove trees, plants and shrubs in all public rights-of-way and public grounds, as may be necessary to ensure public safety or to preserve and enhance the symmetry or other desirable characteristics of such public areas. The natural resources committee may recommend to the community development director the removal of any tree or part thereof which is in an unsafe condition, or which by reason of its nature is injurious to above or below-ground public utilities or other public improvements.

Finding: Complies with Condition. The applicant did not respond to this section. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

<u>12.08.035</u> - Public tree removal.

Finding: Not Applicable. The applicant did not propose and is not required to remove any street trees with this application. The applicant shall submit an application for street tree removal if any street trees are required to be removed to accommodate the proposed construction or conditions of approval.

12.08.040 - Heritage Trees and Groves.

Finding: Not Applicable. The applicant does not have any designated heritage trees or groves onsite and is not proposing or required to designate any trees.

12.08.045 - Gifts and funding.

Finding: Not Applicable. The applicant has not proposed and the City has not required any gift or funding for street trees.

12.08.050 - Violation—Penalty.

The violation of any provision of this Chapter shall be constitute a civil infraction, subject to code enforcement procedures of Chapter 1.16 and/or Chapter 1.20.

Finding: Not Applicable. This application does not include a violation.

<u>CHAPTER 17.54.100 SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS-FENCE, HEDGE & WALLS</u>

Finding: Not Applicable. The applicant has not requested to install a fence, hedge or wall onsite. All future fences, hedges and walls shall be subject to review for compliance with the Oregon City Municipal Code.

CHAPTER 17.58 NONCONFORMING USES, STRUCTURES AND LOTS

Finding: Complies with Condition. The site is currently nonconforming as it does not comply with the current standards for parking lot landscaping, etc. OCMC Chapter 17.58.040.C.2.a requires upgrades to nonconforming portions of the site for additions and exterior alterations more than \$75,000. Per OCMC 17.58, ten percent of the project cost shall be allocated to assuring compliance with pedestrian circulation systems, minimum perimeter parking lot landscaping, minimum interior parking lot landscaping, minimum site landscaping requirements, bicycle parking by upgrading existing racks and providing additional spaces,

screening, and paving of surface parking and exterior storage and display areas. Depending on the cost of construction, it is anticipated that all of the aforementioned nonconforming items would be upgraded within the Master Plan.

The applicant proposed to upgrade an existing parking lot to comply with all standards of the Oregon City Municipal Code with phase 1 of the Master Plan. The nonconforming portions of the site will be reviewed upon review of subsequent Detailed Development Plans implementing Phases 2 and 3. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 36.**

RECOMMENDATION:

Based on the analysis and findings as described above, Staff recommends the Planning Commission conditionally approve Planning files CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment for the properties located at Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201.

EXHIBITS:

- 1. Vicinity Map
- 2. Applicant's Narrative and Site Plan (On-File)
- 3. Staff Report for Conditional Use file CU 03-03
- 4. Staff Report for Site Plan and Design Review file SP03-19
- 5. Comments Submitted by John Replinger, Replinger and Associates
- 6. Engineering Policy 00-01 (On-File)
- 7. Comments submitted by Gail Curtis, Senior Planner at Oregon Department of Transportation
- 8. Comments submitted by Denyse McGriff of the McLoughlin Neighborhood Association
- 9. Comments submitted by Paul Edgar of the Citizen Involvement Committee
- 10. Comments submitted by Tim Powell, Chair of the McLoughlin Neighborhood Association
- 11. Comments submitted by Michael Robinson, dated February 17, 2012
- 12. Comments submitted by Nancy Bush, Code Enforcement Manager

RECOMMENDED CONDITIONS OF APPROVAL

CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment

- 1. The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval.
- 2. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating that the master plan complies with the minimum floor area ratio of 0.25. (*P*)
- 3. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the master plan does not have more than eighty percent site coverage of buildings and parking lots. (*P*)

- 4. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. (*P*)
- 5. The applicant shall install the following public improvements as required.
 - Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - O Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
 - O Phase 3 (West MOB): A 4-foot ROW dedication from 15th Street to 16th Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15th Street and 16th Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
 - O Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
 - Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.
 - 15th Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
 - O Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
 - Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width
 of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street
 trees, and street lighting.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2 and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation

System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. (*P and DS*)

- 6. The applicant is responsible for this project's compliance with Engineering Policy 00-01. (DS)
- 7. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. (*P*)
- 8. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing water lines for new future facilities as required by plumbing code. (DS)
- 9. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code. (DS)
- 10. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. (DS)
- 11. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. (*DS*)
- 12. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. (DS)
- 13. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review. (*DS*)
- 14. The development proposal shall be reviewed for compliance with the Clackamas County Fire Department upon submittal of the Detailed Development Plan. (DS)
- 15. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. (*P*)
- 16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. (*P*)
- 17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. (*P*)
- 18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. (*P*)
- 19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (*P*)

- 20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. (*P*)
- 21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. (*P*)
- 22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. (P)
- 23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. (*P*)
- 24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. (*P*)
- 25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. (*P and DS*)
- 26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. (DS)
- 27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. (*P*)
- 28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. (*P*)
- 29. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. (*P*)
- 30. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. (*P*)
- 31. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. (*P*)
- 32. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. (*P*)
- 33. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. (*P*)

- 34. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. (*P*)
- 35. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot me met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. (*P*)
- 36. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. (*P*)
- 37. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. (DS)

(P) = Verify that condition of approval has been met with the Planning Division. (DS) = Verify that condition of approval has been met with the Development Services Division.



NOTICE OF LAND USE DECISION

DATE OF MAILING OF THE DECISION: March 1, 2012

FILE NO.: CP 11-01: Master Plan

DP 11-03: Detailed Development Plan

NR 11-05: Natural Resource Overlay Exemption

LL 11-07: Lot Line Adjustment

APPLICATION TYPE: Type III

APPLICANT/ Providence Willamette Falls Medical Center

OWNER: C/o Russell Reinhard

1500 Division Street

Oregon City, Oregon 97045

REPRESENTATIVE: Peterson Kolberg & Associates

C/o Steve Kolberg

6969 SW Hampton Street Portland, Oregon 97223

REQUEST: The applicant submitted a Concept (General) Development Plan, Detailed

Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over

the next 10 years and construct a parking lot.

LOCATION: 1500 Division Street, Oregon City, OR 97045

Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400,

2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600

Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201

DECISION: Approval with Conditions.

On February 27, 2012, after reviewing all of the evidence in the record and considering all of the arguments made by the applicant, opponents and interested parties, the Planning Commission concluded by a 5-0 vote that the applications would meet the requirements of each applicable section of the Oregon City Municipal Code as proposed by the applicant or with conditions adopted by the Commission. Therefore, the Planning Commission adopts as their own the staff report with conditions and approves with conditions the application.

The decision of the Planning Commission is final unless appealed to the City Commission within fourteen (14) days following the mailing of this notice. Only persons who participated in the process, either through written comments or public testimony, may appeal this limited land use decision. The request for a hearing shall be in writing. The request for a hearing shall demonstrate how the party is aggrieved or how the proposal does not meet the applicable criteria. The application, decision (including specific

conditions of approval), and supporting documents are available for inspection at the Oregon City Planning Division. Copies of these documents are available (for a fee) upon request.

A city-recognized neighborhood association with standing that is requesting an appeal fee waiver pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.

CONDITIONS OF APPROVAL

CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment

- 1. The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval.
- 2. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating that the master plan complies with the minimum floor area ratio of 0.25. (*P*)
- 3. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the master plan does not have more than eighty percent site coverage of buildings and parking lots. (*P*)
- 4. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. (*P*)
- 5. The applicant shall install the following public improvements as required.
 - Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - O Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
 - O Phase 3 (West MOB): A 4-foot ROW dedication from 15th Street to 16th Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15th Street and 16th Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
 - O Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
 - o Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and

coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.

- 15th Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
 - O Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
- Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2 and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. (*P and DS*)

- 6. The applicant is responsible for this project's compliance with Engineering Policy 00-01. (DS)
- 7. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. (*P*)
- 8. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing water lines for new future facilities as required by plumbing code. (DS)
- 9. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code. (DS)
- 10. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. (DS)
- 11. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. (*DS*)
- 12. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. (DS)
- 13. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review. (*DS*)
- 14. The development proposal shall be reviewed for compliance with the Clackamas County Fire Department upon submittal of the Detailed Development Plan. (DS)
- 15. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot

- does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. (P)
- 16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. (P)
- 17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. (*P*)
- 18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. (*P*)
- 19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (*P*)
- 20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. (*P*)
- 21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. (P)
- 22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. (*P*)
- 23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. (*P*)
- 24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. (*P*)
- 25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. (*P and DS*)
- 26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. (DS)
- 27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. (*P*)
- 28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. (*P*)

- 29. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. (*P*)
- 30. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. (*P*)
- 31. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. (*P*)
- 32. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. (*P*)
- 33. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. (*P*)
- 34. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. (*P*)
- 35. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot me met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. (*P*)
- 36. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. (*P*)
- 37. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. (DS)

(P) = Verify that condition of approval has been met with the Planning Division. (DS) = Verify that condition of approval has been met with the Development Services Division. Providence Willamette Falls Medical Center 1500 Division St. Oregon City, OR 97045 t: 503.656.1631 www.providence.org/oregon



February 17, 2012

To whom it may concern:

In the interest of controlling congestion and being good neighbors, PWFMC has made recent changes to their campus parking policy. The most significant to our neighbors is that employee parking has been restricted on the streets nearest the hospital. We have made the area within three blocks of the campus a "no employee parking" zone. We have also instituted a parking hotline. It is a designated number for neighbors to call and let us know about any vehicles that might be blocking driveways or are parked inappropriately. That number is 503-215-0615. The parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions.

We have made changes to our campus parking to provide for more employee spots on our main campus. We have also assigned areas for short-term parking – two hours or less.

In addition, all PWFMC employees, volunteers and physicians must register their vehicles with security and display a fully visible parking permit on any vehicle they drive to work.

It's only been a week, but I personally have noticed a significant difference in the amount of parking available on the streets around the facility. This should only continue to improve with time.

Best wishes.

Russ Reinhard Chief Executive

\\wn2074\users\p361643\my documents\reinhard\parking policy.doc

PROVIDENCE HEALTH and SERVICES Oregon Region – Acute Care

GENERAL OPERATING POLICY

Effective: PMH May 1999 Policy No: 340.00

PPMC May 1997 PSVMC August 1998

PCC, POP, TBC, MBC, SATELLITES July 2000

PWFMC, PHRMC, PNMC October 2011

SUBJECT: PARKING PROGRAM

I. OBJECTIVES:

- A. To support the Providence Health & Services' mission and responsibility to ensure adequate parking for our patients and visitors while providing reasonable and cost free parking opportunities for our staff.
- B. To control traffic congestion in the neighborhood and to ensure practical and respectful use of parking availability and to promote utilization of alternative means of transportation.
- C. To establish responsibility for compliance with and enforcement of this policy and its regulations.

II. POLICY STATEMENT:

- A. All staff, students, physicians, patients, volunteers and guests will abide by the basic Oregon driving rules while on the Providence Health & Services' property including, one-way, speed limit and other like signs.
- B. Staff and students are expected to obey indicated vehicle driving and parking regulations to promote a safe environment and ensure that parking spaces are available to benefit patients, physicians, visitors and volunteers of Providence Health & Services.
- C. Providence Health & Services promotes alternative modes of transportation and may provide specific parking spaces for

- carpool, motorcycle and bicycle parking based on facility need. Car pools must have two (2) or more occupants to qualify for parking in the reserved areas. Permits for carpool are required and they may be obtained through Security Services.
- D. All staff, physicians, students and volunteers are assigned to specific parking areas at all entities. (Refer to attachments). All vehicles must be registered with Security Services and display a parking decal as directed on any vehicle they park on a Providence Health & Services' campus.

III. PROCEDURE:

- A. Regional employees or other staff members who travel from one entity to another will abide by each facility's parking program.
- B. Employees with a temporary disability may obtain assistance through Employee Health Services, to determine if the employee may be eligible to obtain a Handicapped Permit, issued by the State of Oregon. This state permit affords the holder to park in any designated disabled parking space regardless of its location on a campus.
- C. Providence Health & Services assumes <u>no liability</u> for theft, damage, or vandalism to any vehicle, cycle or personal property parked on the campus and/or surface parking lots.
- D. Security Services will make a reasonable attempt to locate the owner prior to towing a vehicle. Only when vehicles are blocking traffic or illegally parked will a towing company be called. Vehicles may be relocated to another area on the campus rather than taken off site. Owners of the vehicles are responsible for towing charges. Abandoned vehicles may be towed after a 72 hour notice is posted on the vehicle.
- E. A vehicle registration form must be filled out completely and submitted to Security Services prior to issuance of parking decals. It is the staff's responsibility to update the form when vehicle information has changed.
- F. Employees who violate the Parking Policy will be subject to the corrective action process as outlined in HR Policy #603, Performance Management. When the manager receives notification of a violation they should work with their Human Resources Business Partner. Whenever circumstances are present that make him/her unable to comply with the terms of this policy, staff members will immediately contact the appropriate facility office.

IV. FACILITIES:

Providence St. Vincent Medical Center (refer to attachment A)

Providence Portland Medical Center (refer to attachment B)

Providence Milwaukie Hospital (refer to attachment C)

Providence Office Park (refer to attachment D)

Satellite Buildings (refer to attachment E)

Providence Child Center (refer to attachment F)

Tigard Business Center (refer to attachment G)

Halsey Business Center (refer to attachment H)

Providence Hood River Memorial Hospital (refer to attachment I)

Providence Newberg Medical Center (refer to attachment J)

Providence Medford Medical Center (refer to attachment K)

Providence Seaside Hospital (refer to attachment L)

List Cross-Reference:

HR Policy #603 – Performance Management

Security Services Policy #6.04 – Vehicular Access to Urgent Care Areas

APPROVED BY:

Greg Van Pelt

Senior Vice President/Chief Executive-Oregon Region

Providence Health and Services - Oregon

Date: December 2011

Any Van Zet

PROVIDENCE HEALTH and SERVICES Oregon Region – Acute Care

GENERAL OPERATING POLICY REVIEW AND REVISION DATE

NAME OF POLICY: No. 340.00

POLICY NAME: Parking Program

Effective: PMH May 1999

PPMC May 1997 PSVMC August 1998

PCC, POP, TBC, MBC, SATELLITES July 2000

PWFMC, PHRMC, PNMC October 2011

Primary Responsibility for Review/Revisions

Regional Security ServicesRich Hildreth, DirectorDepartment NameName/Title of Person

Authority for Policy Review/Revisions:

Regional Security ServicesRich Hildreth, DirectorDepartment NameName/Title of Person

Human Resources Susan Norris, HR Business Partner

Department Name Name/Title of Person

Review and/or Revision Dates:

Reviewed	Revised	Approved By (Name and Title)
	PMH 5/99	Janice Burger, PMH, Operations Administrator
PPMC 11/86, 8/89	PPMC 10/85, 4/89, 2/91, 11/92, 1/95, 7/95, 5/97/ 9/97, 3/98, 7/98, 3/99, 6/99, 8/99	Dave Underriner, PPMC, Operations Administrator
PSV, 8/99	PSV 4/89,	Don Elsom, PSV, Operations Administrator
9/03,	1/00, 8/00, 10,00, 9/01, 6/02, 6/04, 4/05, 06/05, 04/06, 06/07, 6/09, 6/10	PSA Policy and Procedure Committee
	10/11, 12/11	Oregon Region GOP Committee

Providence St. Vincent Medical Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

NOTE: Sections pertaining to the **West Parking Structure** have been endorsed by the Providence St. Vincent Medical Condominium Board represented by Providence Health and Services and Kaiser Permanente.

General parking (unless specifically designated otherwise):

- a. North Parking Structure, all levels, all shifts, all days
- b. Contractor parking, North Parking Structure, 7th and 8th floor
- c. Surface parking areas are limited to oversized vehicles, 2-hour parking and designated physicians.
- d. West Parking Structure, 3rd, 5th, 6th floors, and ramp 4-B. **Employees and physicians of Mother Joseph Plaza only**.
- e. Sign restrictions are applicable at all times of the day, all shifts, all days of the week.

Volunteer parking:

- a. East Parking Structure, 4th and 5th levels
- b. North Parking Structure, all levels other than designated spaces.

Physician parking:

- c. East Parking Structure, all levels 5:00am 9:00am.
- d. North Parking Structure, all levels, reserved spaces on lower, first floor and 3rd levels.
- e. West Parking Structure, reserved spaces on ground level and 1st floor, ED area near the helipad when called in for emergencies.

The Baltic Ave. entrance (formerly 98th St.) is only for use by:

- a. Emergency Department patients and ambulance traffic.
- b. Campus employees who park in the North Parking Structure.
- c. Medical Center deliveries.
- d. All others shall use the main campus entrance on Barnes Rd.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- Patients and Visitors spaces
- Clergy spaces
- Handicap (unless permitted by the State)
- Other spaces requiring special permits
- Main entrance parking lot
- On any street within a three block radius of the medical center campus

Providence Portland Medical Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

GLISAN STREET GARAGE

ALL SHIFTS:

North Structure: Levels E, F, G

Note: Level C access available 10:30 am to 11:30 am and 1:30 pm to 4:00 am.

East Structure: Levels E, F, G, and H

West Structure: Levels A, F, G

Motorcycle Parking is available on levels C, E, F, North structure.

Car pool parking is available in the North employee parking area on Level A with permit. See Security for permit.

47TH STREET GARAGE

ALL SHIFTS:

Levels C and above.

Oversize Parking

PPMC does not offer specific oversized parking on campus. See security for locations available off campus.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- Patients and Visitors spaces
- Clergy spaces
- Handicap (unless permitted by the State)
- Other spaces requiring special permits
- Main entrance parking lot
- On any street within a three block radius of the medical center campus

VOLUNTEERS:

Volunteers with limited mobility are allowed to park in Visitor/Patient areas via their own discretion.

Providence Milwaukie Hospital Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Staff/student parking is allowed:

Employee Lot, all shifts - all spaces

Annex Lot, non-posted parking spaces only – all shifts

NWPC Lot, spaces posted for hospital employees only – all shifts

West Entrance Lot, after 2 PM and prior to 8 AM only (evening and night shifts preferred)

<u>Physician Lot</u>, after 2 PM and prior to 6 AM only (evening and night shifts preferred)

32nd Avenue Lot, all shifts

Healing Place Lot, all shifts in section designated for employees

Llewellyn Lot, all shifts

STAFF PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:

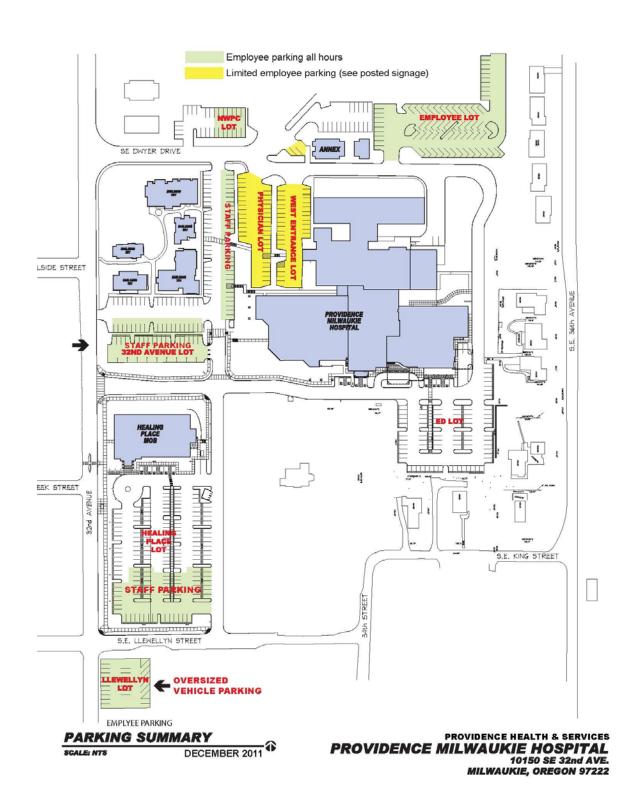
Staff/student Parking is NOT allowed:

ED Lot, all shifts – all spaces

Handicap, (unless permitted by the State)

Other spaces requiring special permits

Neighborhood property or streets surrounding the campus



Providence Office Park Campus Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

1. POLICY

All Providence Office Park employees are directed to park in the designated parking structures, or off street parking lots, Monday through Friday, 7:00 a.m. - 7:00 p.m. All vehicles must be registered with Security and display a parking decal on the left side of the rear bumper or window or on the driver side front bumper or windshield area of any vehicle driven to work. Vehicles are allowed to back in as long as the permit is visible on the front.

A. Permitted Parking:

Staff has permitted parking from Monday thru Friday, 7:00 a.m. – 7:00 p.m., with an authorized parking decal, in Parking Structures # 1, 2, and 3; except, in the designated restricted parking spaces as outlined in this policy. Also, staff may park in the Multnomah lot.

The Multnomah Parking Lot gates are unlocked at approximately 5:00 a.m., Monday thru Friday and are not locked in the evening until the last vehicle has left the lot.

B. <u>Two-hour Limit</u>

These designated spaces may only be used by employees, or visitors, Monday thru Friday for two hours or less and Employees are not authorized to move their vehicle from space to space every two hours in parking structures.

C. Carpool

Only those vehicles displaying carpool permits may park in designated carpool spaces.

D. Oversized Vehicles

Oversized vehicles are defined as any vehicle over 7 feet high. These vehicles are assigned to the Multnomah lot, east wall parking spaces.

E. Visitor Parking

Visitor spaces are for visitors only and PHS employees are not authorized to park in such spaces from 7:00 a.m. to 7:00 p.m. There are No restricted time limits for visitors.

F. Neighborhood street parking:

Employees may not park in any of the surrounding neighborhood streets within a 3-block radius of the Providence Office Park or Providence Portland Medical Center.

G. <u>Designated LEV (Low Emission or Hybrid Vehicles) and Electric Vehicles</u> Only LEV designated vehicles may park in LEV parking spaces.

H. Motorcycle Parking

Only authorized motorcycles may park in such designated spaces.

Handicapped Parking

No vehicles other than those displaying a state issued handicapped permit are allowed to park in

these designated spaces. In addition, no vehicle, other than those displaying a state issued "Wheelchair User Permit", is allowed to use the designated "Wheelchair Use Only" spaces.

J. Reserved Parking

Only vehicles displaying "reserved" permits are allowed to park in the appropriately signed "Reserved" designated areas.

K. Overnight Parking

No overnight parking is allowed at the Providence Office Park Campus.

Providence Health & Services Satellite Buildings Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

All employees will park in parking spaces away from the main entrances of the clinics to allow easy and convenient access for patients.

Specific questions regarding parking at the satellite buildings will be directed to Leasehold Management, 215-6579.

Providence Child Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

47TH STREET GARAGE

ALL SHIFTS:

Levels C and above.

GLISAN STREET GARAGE

ALL SHIFTS:

North Structure: Levels E. F. G.

Note: Level C access available 10:30 am to 11:30 am and 1:30 pm to 4:00 am.

East Structure: Levels E, F, G, and H

West Structure: Levels A, F, G

Motorcycle Parking is available on levels C, E, F, North structure. **Car pool parking** is available in the North employee parking area on Level A with permit. See Security for permit.

Oversize Parking

PPMC does not offer specific oversized parking on campus. See security for locations available off campus.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- Patients and Visitors spaces
- Clergy spaces
- Handicap (unless permitted by the State)
- Other spaces requiring special permits
- Main entrance parking lot
- On any street within a three block radius of the medical center campus

Tigard Business Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Staff parking is assigned as follows:

Day parking

 Parking lots in all areas unless otherwise designated.(Eg. handicapped without a permit, reserved for evening shift after2:00pm)

Evening shift parking

 Employees may park in any area unless otherwise designated. Specific parking spaces are designate in the front of the building for evening shift employees after 2:00pm.

Visitor Parking:

 All spaces in the parking lots. Parking in spaces set aside for evening shift after 2:00 pm will not be used by visitors. (Note: Individuals will be considered visitors if they do not work at Tigard Business Center)

NOTE: Employee and visitor parking is not allowed at the back of the building near the basketball court other than for loading and unloading.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- Patients and Visitors spaces
- Clergy spaces
- Handicap (unless permitted by the State)
- Other spaces requiring special permits
- Main entrance parking lot
- On any street within a three block radius of the medical center campus

Providence Home Services Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

1. POLICY

All Providence Home Services employees are assigned parking in designated, off street parking lots at all times. All vehicles must be registered with Security and display a parking decal must be clearly visible on the front or back area of any vehicle driven to work.

2. Halsey Location

- a. Patient/Customer parking areas are designated as "patient" and are reserved for patient/customer use only. Employees are not allowed to park in these spaces.
- b. Loading zone spaces are limited to 15 minute parking and are to be used for the purpose of loading and unloading only.
- c. Staff may not park in restricted parking spaces.
- d. Staff may not park on any of the surrounding neighborhood streets within a 3-block radius of the facility.
- e. Providence owned vans/cars will be parked in designated areas. Employees driving these vehicles will park their personal vehicle in the parking space of the Providence owned van/car.
- f. Providence owned trucks will be parked in designated areas. Employees driving these trucks will park their own vehicle in the truck space except at dock spaces and when the loading workflow or safety prohibits it.
- g. Employees are required to submit their name, office/cell phone number, vehicle description and license number with the Home Services Central Reception.
- h. Vendors and non-customer visitors visiting the facility are required to park in the general parking lot. Visitors may use the loading zone spaces only when loading/unloading and for 15 minutes or less.
- i. Visitors (non-Providence employees) must sign in with Central Reception before entering the secured areas of the building. The visitor will be required to log their name, the arrival time, who they are visiting and their vehicle license number.

GORGE SERVICE AREA PARKING

Providence Hood River Memorial Hospital Parking; Providence Medical Group – Hood River Parking; Providence Gorge Counseling & Treatment Services Parking; Providence Hood River Occupational Health and Travel Clinic Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF/VOLUNTEER PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Staff/student parking is allowed:

<u>Parking Structure at 12th and May Street:</u> All shifts; use employee entrance on Prospect Street; all spaces on lower floor; oversize vehicles may use ramp at May Street entrance.

Overflow Lot at 13th and May Streets: Evening and overnight shifts; must have permission from manager.

<u>Northwest Lot (below Emergency Room):</u> Evening and overnight shifts; must have permission from manager.

Occupational Health and Travel Clinic Lot: Occupational Health and Travel Clinic employees only.

Volunteer parking is allowed:

Overflow Lot at 13th and May Streets.

STAFF/VOLUNTEER PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:

Staff/student/volunteer parking is NOT allowed:

<u>Front entrance lot at 12th and May Streets and Emergency Driveway:</u> All shifts – all spaces Handicap: (unless permitted by the State)

Other spaces requiring special permits

Neighborhood property or streets surrounding the hospital campus, including satellite facilities

Providence Willamette Falls Medical Center

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

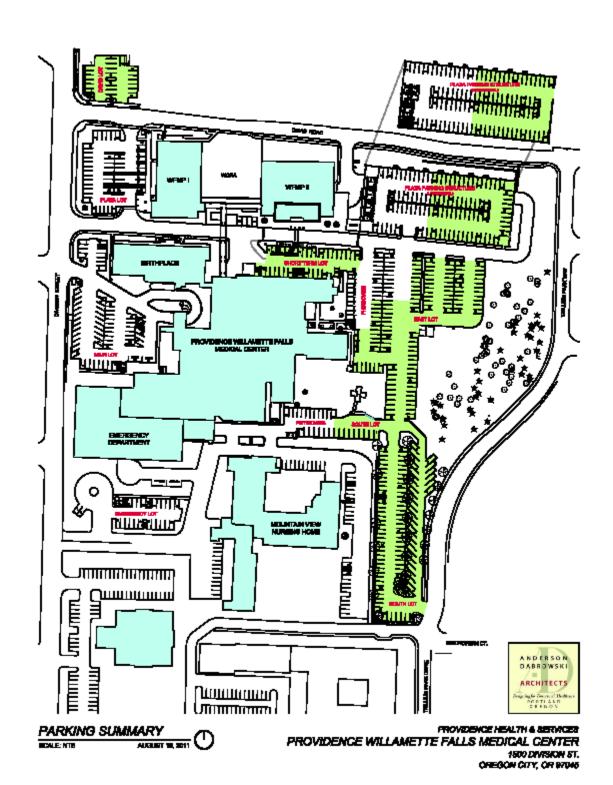
Staff/student parking is allowed in the following lots unless otherwise prohibited.

- South Lot
- East Lot
- Davis Lot
- Two-hour Lot

STAFF PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:

Staff/student Parking is NOT allowed:

- Plaza I, Main Entrance Lot
- Main Entrance Lot
- Emergency Department Lot
- Handicap, (unless permitted by the State)
- Other designated non-employee spaces
- On any street within a three block radius of the Medical Center campus



Providence Newberg Medical Center

All staff, students, and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on the left rear (driver's side) of vehicle on the window. If you back in, the permit should be placed on the left front (driver's side) of vehicle on window being careful not to obstruct the vehicle identification number located on the left dashboard.

The designated parking areas identified on the attached map are:

- Lot A Staff Parking
- Lot B Patient and Visitor Parking
- Lot C Medical Office Building (MOB) Parking
- Lot D Emergency Department Patient Parking
- Lot E Vendor and Delivery Parking
- Area OF (within Lot B)- Available for Employee Overflow Parking (only if needed)

STAFF PARKING IS ALOWED IN THE FOLLOWING AREAS:

 $\underline{\text{Lot A or Lot OF}}\text{-}\text{Hospital Staff, volunteers, and students all shifts, all spaces.}$

Lot C – MOB Staff

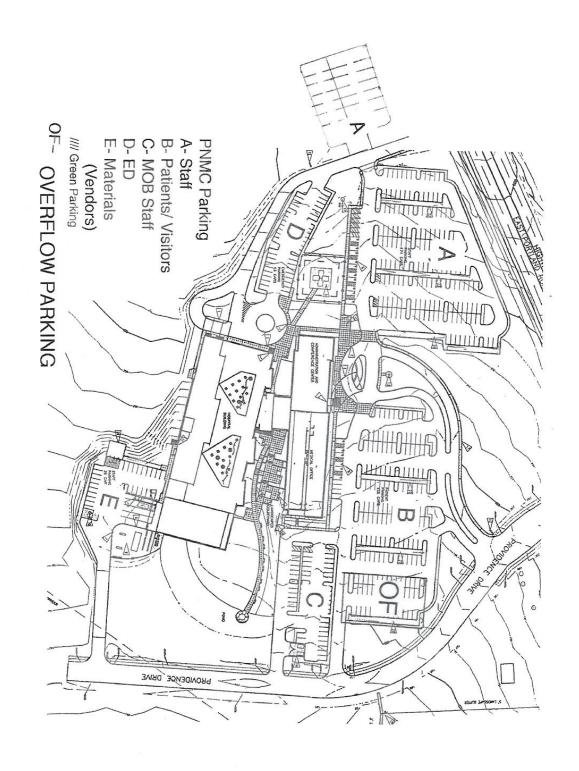
<u>Lot E-</u> Vendor/Delivery, Lab and Materials Courier. There are also four spots designated for clinicians and are marked as such

Green Parking

As part of PNMC's commitment to a healthy community, eleven choice parking spots (eight for hospital staff, three for MOB staff) have been designated as parking for "green" staff vehicles. To participate in the Green Parking Program, simply send your vehicle's year, make, and model to Security. Security will search to determine your vehicle's green car score as determined by the ACEEE Green Book®. If your vehicle scores a minimum green score of 40 and over, you will be given a special "Green" Parking Permit and be allowed to park in one of the choice parking spots.

A depiction of the Green Parking spot signs is attached.

It is our goal to have issued more Green Parking Permits than available "green" spaces so use of these spaces is on a first come, first serve basis. The need to increase the number of available "green" spaces will be evaluated on an annual basis.



ORDINANCE NO. 16-1004

AN ORDINANCE OF THE CITY OF OREGON CITY AMENDING THE COMPREHENSIVE PLAN MAP AND TITLE 17: ZONING, CHAPTER 17.06.020: OF THE OFFICIAL ZONING MAP OF THE OREGON CITY MUNICIPAL CODE BY CHANGING THE PROPERTIES IDENTIFIED AS CLACKAMAS COUNTY MAP 2-2E-32AB, TAX LOTS 3000, 3100 FROM THE "LR" LOW-DENSITY RESIDENTIAL COMPREHENSIVE PLAN DESIGNATION TO THE "MUE" MIXED USE EMPLOYMENT COMPREHENSIVE PLAN DESIGNATION AND THE "R-6" SINGLE-FAMILY DWELLING DISTRICT ZONING DESIGNATION TO THE "MUE" MIXED USE EMPLOYMENT DISTRICT ZONING DESIGNATION; ANDAMENDING AN APPROVED MASTER PLAN FOR THE PROPERTIES LOCATED AT CLACKAMAS COUNTY MAP 2-2E-32AB, TAX LOTS 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, CLACKAMAS COUNTY MAP 2-2E-32AA, TAX LOT 400, CLACKAMAS COUNTY MAP 2-2E-32AC, TAX LOT 101, 201, 7200.

WHEREAS, the City of Oregon City has adopted a Zoning Map to implement the Comprehensive Plan in conformance with statutory requirements and the requirements of the Statewide Land Use Goals; and

WHEREAS, the City of Oregon City Zoning Map implements the Comprehensive Plan Map by illustrating the location best suited for specific development; and

WHEREAS, the City of Oregon City Zoning Map and Comprehensive Plan Map may be amended and updated as necessary upon findings of facts that satisfy approval criteria in the City of Oregon City Municipal Code Section 17.68.020; and

WHEREAS, the owners of the subject site, located at Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200 have requested the approval of a Zone Change from "R-6" Single-Family Dwelling District a to "MUE" Mixed-Use Employment District, an amendment to the Comprehensive Plan Map from "LR" Low Density Residential to "MUE" Mixed Use Employment District, and an amendment to a previously approved Master Plan known as file numbers PZ 15-02, ZC 15-04 and CP 15-02; and

WHEREAS, the Comprehensive Plan designation of the site as Mixed Use Employment District is implemented by the "MUE" Mixed Use Employment District zoning designation; and

WHEREAS, notice of the hearings was timely mailed to property owners within 300 feet of the subject site, signs advertising the hearing were posted on the property, notice of the hearings was published in a local newspaper and the City held public hearings where the pland amendment, zone change and master plan proposals were presented and discussed; and

WHEREAS, on January 11, 2016 the Planning Commission held a public hearing and, after considering all the public testimony and reviewing all the evidence in the record, recommended approval with conditions to the City Commission by a 6-1-0 vote for the requested Amendment to the Comprehensive Plan, Zone Change and Master Plan Amendment; and

Ordinance No. 16-1004

Effective Date: MAY 6, 2016

Page 1 of 2

WHEREAS, the proposal with conditions, will result in the timely provision of public services and facilities and, with the imposition of conditions, will have no significant unmitigated impact on the water, sewer, storm drainage, or transportation; and

WHEREAS, the proposed Comprehensive Plan Amendment, Zone Change and Master Plan Amendment with conditions of approval complies with the requirements of the Oregon City Municipal Code; and

WHEREAS, approving the Comprehensive Plan Amendment, Zone Change and Master Plan Amendment with conditions of approval is in compliance with the applicable Goal and Policies of the Oregon City Comprehensive Plan, the Statewide Land Use Goals and the Metro Urban Growth Management Functional Plan and is in compliance with all applicable city requirements.

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. The Comprehensive Plan Amendment, Zone Change and Master Plan Amendment request is hereby approved as proposed by the applicant with the conditions of approval for the properties located at Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200.

Section 2. The Commission adopts the findings, conclusions and conditions of approval that are attached to the Ordinance as Attachment A, and incorporated herein to support the City's approval to amend the Zoning and Comprehensive Plan map and approve the Zone Change, Comprehensive Plan Amendment and Master Plan Amendment applications.

Read for the first time at a regular meeting of the City Commission held on the 16th day of March 2016, and the City Commission finally enacted the foregoing Ordinance this day of 2016.

DAN HOLLADAY, Mayor

Attested to this 6 day of April 2016,

Approved as to legal sufficiency:

Kattie Riggs, City Regorder

City Attorney

Attachment:

A. Findings of Fact for Planning files PZ 15-02, ZC 15-04 and CP 15-02

Ordinance No. 16-1004 Effective Date: MAY 6, 2016

Page 2 of 2