



# City of Oregon City

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

## Meeting Agenda Planning Commission

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Monday, June 10, 2019

7:00 PM

Commission Chambers

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**1. Call to Order**

**2. Public Comments**

*Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the City Staff.*

**3. Public Hearings**

- 4a.** GLUA-19-00006 (General Land Use Application), SP-19-00025 (Site Plan and Design Review), and VAR-19-00001 (Variance)

**Attachments:** [Commission Report](#)  
[Staff Report and Recommendation](#)  
[Exhibit 1: Vicinity Map](#)  
[Exhibit 2: Applicant's Narrative and Plans](#)  
[Exhibit 3: Public Comments](#)  
[Exhibit 4: Traffic Analysis Letter](#)  
[Exhibit 5: Letter from John Replinger](#)  
[Exhibit 6: Landscaping Diagram](#)

- 4b.** File LEG-18-0001: City Commission Request for Additional Planning Commission Review of Certain Code Amendments

**Attachments:** [Commission Report](#)  
[Staff Memo to Planning Commission](#)  
[Proposed Code OCMC 17.34 - MUD Mixed Use Downtown District](#)  
[PC Memo MUD Height 6.3.2019](#)  
[Staff Presentation Slides](#)  
[MUD Height Limits Map](#)

**5. Approval of the Minutes**

- 5a.** Approval of Minutes of the January 28, 2019 Planning Commission Meeting

**Attachments:** [Commission Report](#)  
[PC 01.28.19 Minutes DRAFT](#)

**6. Communications****7. Adjournment**

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*Public Comments: The following guidelines are given for citizens presenting information or raising issues relevant to the City but not listed on the agenda.*

- *Complete a Comment Card prior to the meeting and submit it to the staff member.*
- *When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone.*
- *Each speaker is given 3 minutes to speak. To assist in tracking your speaking time, refer to the timer at the dais.*
- *As a general practice, Oregon City Officers do not engage in discussion with those making comments.*

*Agenda Posted at City Hall, Pioneer Community Center, Library, and City Web site([oregon-city.legistar.com](http://oregon-city.legistar.com)).*

*Video Streaming & Broadcasts: The meeting is streamed live on Oregon City's Web site at [www.orcity.org](http://www.orcity.org) and is available on demand following the meeting.*

*ADA: City Hall is wheelchair accessible with entry ramps and handicapped parking located on the east side of the building. Hearing devices may be requested from the City staff member prior to the meeting. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.*





# City of Oregon City

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

## Staff Report

File Number: PC 19-058

**Agenda Date:** 6/10/2019

**Status:** Agenda Ready

**To:** Planning Commission

**Agenda #:** 4a.

**From:** Assistant Planner Diliana Vassileva

**File Type:** Land Use Item

### **SUBJECT:**

GLUA-19-00006 (General Land Use Application), SP-19-00025 (Site Plan and Design Review), and VAR-19-00001 (Variance)

### **RECOMMENDED ACTION (Motion):**

Staff recommends the Planning Commission approve files GLUA-19-00006, SP-19-00025, and VAR-19-00001 with conditions.

### **BACKGROUND:**

The applicant is requesting approval of a Site Plan and Design Review application for an approximately 6,500 square-foot cabinet manufacturing building located within the General Industrial District. Additionally, the applicant is requesting a variance to minimum site landscaping.

The subject site is located at the corner of Fir Street and Molalla Avenue and is approximately 5.3 acres in size. The property has split zoning and includes both General Industrial (GI) and General Commercial (C) zoning. All developments must include a minimum of 15% of the lot dedicated to site landscaping, however, within the General Industrial zone, interior parking lot landscaping is not allowed to be counted towards the 15% site landscaping requirement. Without consideration of the interior parking lot landscaping within the General Industrial portion of the site, approximately 11% of the site is landscaped, therefore, a variance to minimum site landscaping is required.

### **BUDGET IMPACT:**

Amount:

FY(s):

Funding Source:



### TYPE III –SITE PLAN AND DESIGN REVIEW AND VARIANCE STAFF REPORT AND RECOMMENDATION

*June 10, 2019*

**FILE NUMBER:** GLUA-19-00006/SP-19-00025/VAR-19-00001: Site Plan and Design Review and Planning Commission Variance

**APPLICANT:** Kyle Wood  
PO Box 3145  
Oregon City, OR 97045

**Submitted:** March 17, 2019

**Complete:** April 12, 2019

**PC Hearing:** June 10, 2019

**120 Day Deadline:** August 9, 2019

**OWNER:** Lizer Properties LLC  
George Lizer  
9855 SE Top O Scott Street  
Happy Valley, OR 97086

**REPRESENTATIVE:** Andrew Montgomery  
645 SW Viewmont Drive  
Portland, OR 97225

**REQUEST:** The applicant has proposed an approximately 6,500 SF industrial building with associated parking lot and landscaping modifications with a variance to minimum site landscaping.

**LOCATION:** 13896 Fir Street, Oregon City, OR 97045  
19224 Molalla Avenue, Oregon City, OR 97045  
Clackamas County Map 3-2E-09B, Tax Lots 1500 and 1502

**REVIEWER:** Diliانا Vassileva, Assistant Planner  
Sang Pau, Development Projects Engineer

**RECOMMENDATION:** Approval with Conditions.

**PROCESS:** Type III Quasi-Judicial Public Hearing. Pursuant to OCMC 17.50. C. 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. 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 or the historic review board hearing is published and mailed to the applicant, recognized neighborhood association(s) 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 or the historic review board, all issues are addressed. The decision of the planning commission or historic review board is appealable to the city commission, on the record. The city commission decision on appeal from the historic review board or the planning commission is the city's final decision and is appealable to LUBA within twenty-one days of when it becomes final.

**Conditions of Approval**  
**Planning File GLUA 19-00006/SP 19-00025/VAR 19-00001**

*(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.*

*(B) = Verify that condition of approval has been met with the Building Division.*

*(F) = Verify that condition of approval has been met with Clackamas Fire Department.*

**The applicant shall include the following information with submittal of construction permits for the proposed development. The information shall be approved prior to permit issuance:**

1. The applicant shall provide construction plans, stamped and signed by a professional engineer licensed in the State of Oregon, containing all public improvements in conformance with all current Oregon City Public Works standards, specifications, codes, and policies for review and approval by Oregon City. (DS)
2. The applicant shall schedule a pre-design meeting with Public Works Development Services staff prior to initial submittal of construction plans. (DS)
3. The development's contractor(s) and engineer(s) shall attend a pre-construction meeting with Oregon City staff prior to beginning construction work associated with the project. (DS)
4. The applicant shall provide adequate streetlighting along Fir Street in conformance with all City standards, specifications, codes, and policies and as approved by Portland General Electric (PGE). The applicant shall submit a photometric plan to show compliance or provide a photometric study of existing lighting along Fir Street which shows existing streetlighting is compliant. (DS)
5. The applicant shall obtain an Erosion and Sediment Control Permit from the City prior to beginning construction work associated with the project. (DS)
6. The applicant shall provide an Erosion Prevention and Sedimentation Control Plan which meets the requirements of the City of Oregon City public works standards for erosion and sediment control. (DS)
7. The applicant shall provide a performance guarantee which is equal to 120% of the estimated cost to construct all public improvements shown in a city approved construction plan submitted by the applicant's engineer. The estimated costs shall be supported by a verified engineering estimate and approved by the city engineer. The guarantee shall be in a form identified in Code 17.50.140.A of the Oregon City Municipal Code. The guarantee shall remain in effect until the construction of all required improvements are completed and accepted by the city. (DS)

**The applicant shall meet the following condition(s) during construction of the proposed development:**

8. Workmanship and materials for any work performed under permits issued by the city shall comply with the latest 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. (DS)

9. All pavement cuts and restoration shall be performed in accordance with the City of Oregon City Pavement Cut Standards. (DS)
10. The development shall comply with all current Oregon City Public Works design standards, specifications, codes, and policies. (DS)

**The applicant shall include the following information with submittal of building permits for the proposed development. The information shall be approved prior to permit issuance:**

11. The applicant shall submit documentation from the architect identifying that the synthetic stucco material will be installed to manufacturer's specifications to ensure durability and a quality long-lasting product. (P)
12. The applicant shall submit a revised pedestrian circulation system which includes a pedestrian connection between the main entrance of the proposed building and the tenant space entrances on the north façade of the warehouse building onsite, such as a striped crosswalk over the drive aisle. The pedestrian connection shall be at least five feet in width and include a visually contrasting surface material. (P)
13. The applicant shall submit details on the proposed roof-top mechanical equipment and demonstrate compliance with screening requirements in OCMC 17.62.050.A.20. These standards do not apply to solar energy panels or photovoltaic equipment. (P)
14. The applicant shall submit a photometric plan identifying onsite lighting levels and details of all proposed lighting fixtures, demonstrating compliance with lighting standards in OCMC 17.62.065. (P)
15. The applicant shall provide a revised site plan which includes a minimum of one additional or relocated bicycle parking stall located to serve the proposed cabinet manufacturing building. New or relocated bicycle parking facilities shall be secured in accordance with standards in OCMC 17.52.040.C and located in accordance with bicycle parking location requirements in OCMC 17.52.060.D. (P)
16. The applicant shall submit a revised landscaping plan: (P)
  - a. Identifying that within three years of planting, landscaping will cover one hundred percent of newly landscaped areas, including perimeter parking lot landscaping, building buffer landscaping, interior parking lot landscaping, and overall site landscaping.
  - b. Identifying that all new 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.
  - c. Which includes trees spaced no more than 35 feet apart in the parking area/building buffer landscaping area south of the proposed building.
  - d. Which includes ground cover spaced no more than sixteen inches on center in the new landscaping area to the west of the proposed building.
  - e. Which includes shrubs spaced no more than four feet apart in the new landscaping area to the west of the building.
17. The applicant shall submit a revised street tree plan which identifies the locations of streetlights and fire hydrants and demonstrates compliance with spacing requirements in OCMC 12.08.015.B. (P)

18. The applicant shall submit documentation identifying that the development will comply with standards for maintenance of street trees and planting strips in accordance with OCMC 12.08.025. (P)
19. The applicant shall submit a tree mitigation plan prepared by a certified arborist, horticulturalist, forester or other environmental professional, clearly identifying all trees to be removed and proposing mitigation in accordance with one of the mitigation options within OCMC 17.41. (P)
20. The applicant shall submit a tree protection plan demonstrating compliance with regulated tree protection measures during construction in accordance with OCMC 17.41.130. (P)
21. The applicant shall submit documentation demonstrating compliance with required proportional upgrades to non-conforming elements utilizing option 1 or 2 in accordance with OCMC 17.58.040.C.2.d. (P)

**The applicant shall provide the following information prior to issuance of an occupancy permit associated with the proposed development. The information shall be approved prior to issuance of Certificate of Occupancy:**

22. The development shall provide a sanitary sewer service with a two-way clean-out near the property line which is 6-inches in diameter or provide video inspection of an existing 6-inch sanitary sewer service pipe for verification of its usability. (DS)
23. The applicant shall upsize the existing water service line and meter to the existing property if it does not have capacity to support the addition of the proposed development. Only one water service shall be allowed per property unless otherwise approved by the City Engineer. (DS)
24. The applicant shall reconstruct the existing driveway serving the new development to meet current city design standards and ADA requirements. (DS)
25. The applicant shall provide a 10-foot-wide public utility easement along all property lines fronting existing or proposed right-of-way. (DS)
26. All new utility lines shall be placed underground. (DS)
27. The applicant shall provide a Maintenance Guarantee in the amount of fifteen percent of the cost to construct all public improvements as shown in a city approved construction plan submitted by the applicant's engineer. The estimated costs shall be supported by a verified engineering estimate approved by the City Engineer. The guarantee shall be in a form identified in Code 17.50.140.A of the Oregon City Municipal Code. The guarantee shall remain in effect for two years from the establishment of the guarantee and until accepted by the City. (DS)
28. The applicant shall submit documentation for the shared parking agreement between Tax Lot 1500 and 1502 in accordance with OCMC 17.52.020.B.3. (P)

## **I. BACKGROUND:**

## 1. Existing Conditions

The subject site is approximately 5.3 acres in size and has split zoning (Figure 1). The majority of the site is zoned General Industrial District, and the western-most portion of the site abutting Molalla Avenue is zoned General Commercial. The subject site is developed with a warehouse, parking lot, a wireless communications facility and outdoor storage area. Also onsite is a Wilco Farm Supply retail store, however, this building is on a separate lot though it shares a parking lot with the warehouse. Surrounding properties along Fir Street are zoned General Industrial and include industrial uses, and surrounding properties along Molalla Avenue are zoned General Commercial and generally include retail and office uses with the exception of the Oregon City Post Office and Clackamas Fire District to the south of the subject site, which are institutional uses.

Figure 1. Subject Site Zoning

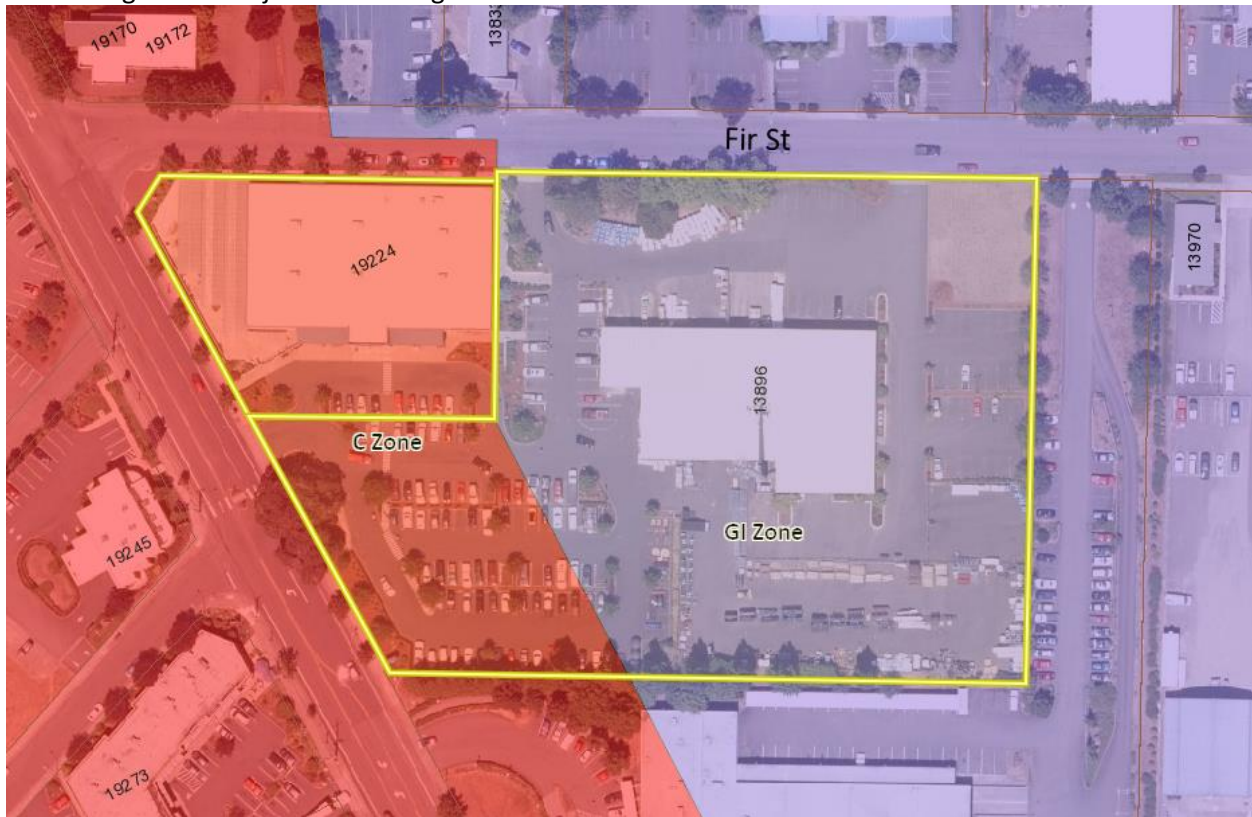




Figure 2: Existing Conditions – Aerial Image



## 2. Project Description

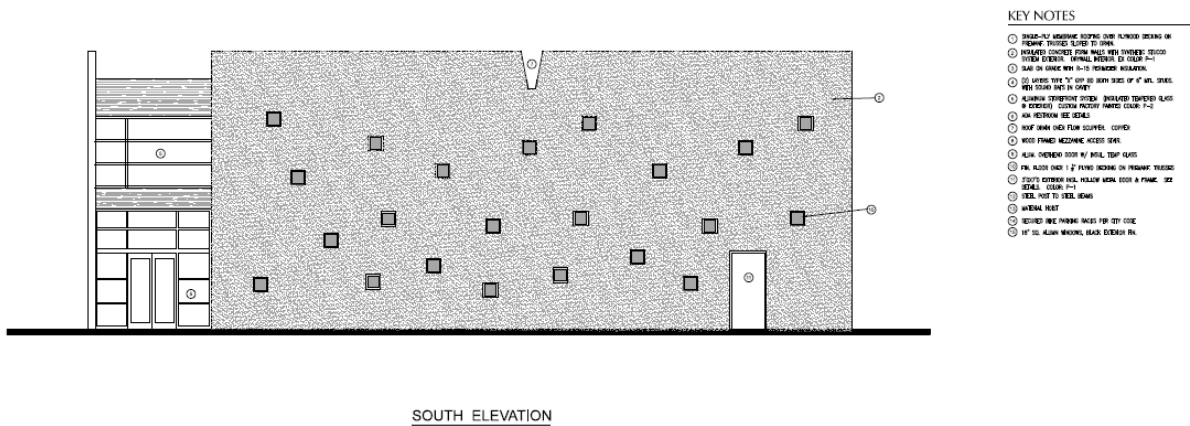
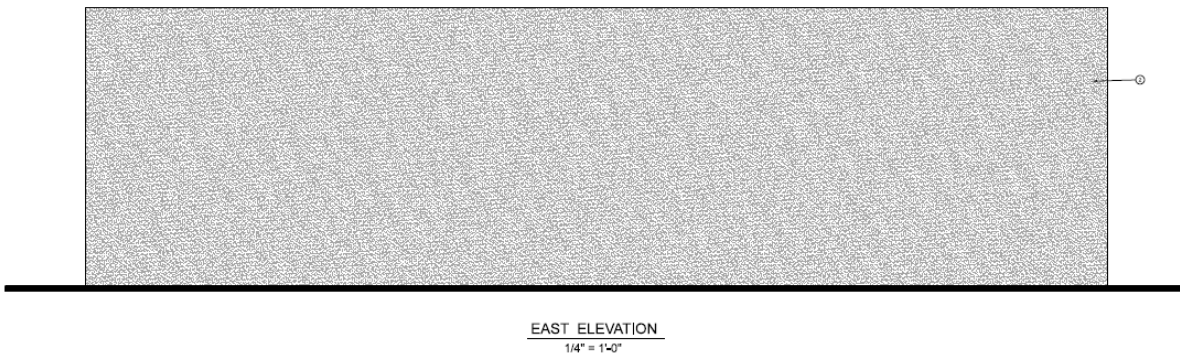
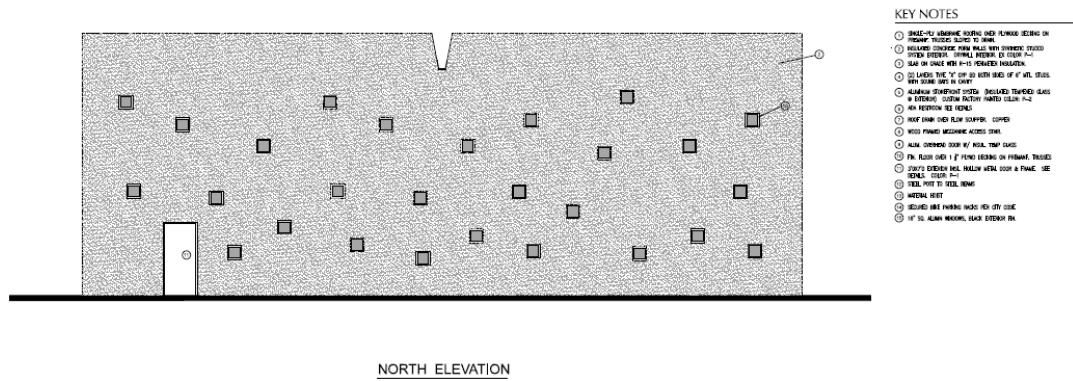
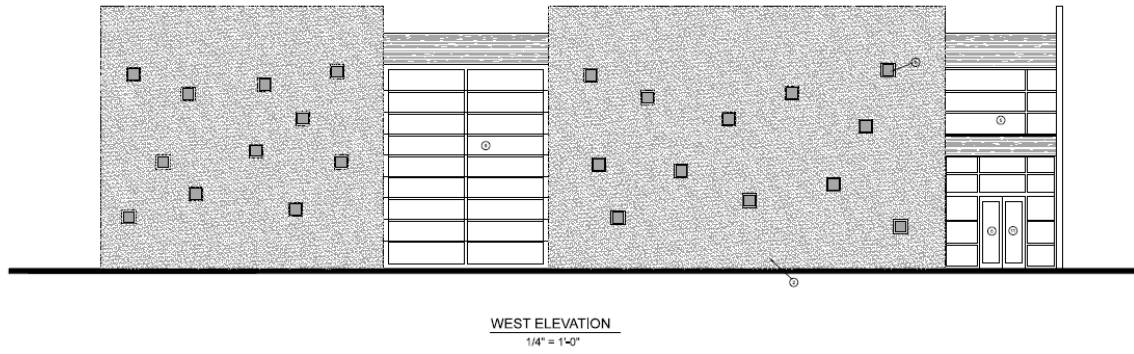
The applicant has proposed an approximately 6,500 SF cabinet manufacturing building in the northeast corner of the site in the portion of the site which has General Industrial zoning. The proposal includes removal of twenty parking stalls and a net loss of approximately 5,000 SF of landscaping. Due to the decrease in landscaping, in addition to the Site Plan and Design Review application, the applicant is also seeking a variance to the 15% minimum site landscaping requirement in OCMC 17.62.050.A.1.



[illegible]

An architectural rendering of the Green Bridge Design Center. The building is a modern, multi-story structure with a mix of grey and brown panels and large glass windows. The words "GREEN BRIDGE" and "DESIGN CENTER" are visible on the upper left facade. In the foreground, a blue sedan is parked on a light-colored surface. Several stylized trees and a few human figures are scattered around the building to provide a sense of scale and context. The sky is a clear, light blue.

Figure 5: Proposed Building Elevations



- 3. Municipal Code Standards and Requirements:** The following sections of the Oregon City Municipal Code are applicable to this land use approval:

12.04 - Streets, Sidewalks, and Public Places  
12.08 - Public and Street Trees  
13.12 - Stormwater Management  
15.48 - Grading, Filling and Excavating  
17.32 – General Commercial District  
17.36 – General Industrial District  
17.41 – Tree Protection  
17.47 - Erosion and Sediment Control  
17.50 - Administration and Procedures  
17.54.100 - Fences  
17.60 - Variances  
17.62 - Site Plan and Design Review  
17.52 - Off Street Parking and Loading  
17.58 - Nonconforming Uses, Structures, and Lots

The City Code Book is available on-line at [www.oregoncity.org](http://www.oregoncity.org).

- 4. Permits and Approvals:** The applicant is responsible for obtaining approval and permits from each applicable governmental agency and department at Oregon City including but not limited to the Engineering and Building Divisions.

**5. Notice and Public Comment**

Notice of the proposal was sent to various City departments, affected agencies, property owners within 300 feet, and the Neighborhood Association. Additionally, the subject property was posted with signs identifying that a land use action was occurring on the property. Public comments submitted include (Exhibit 3):

Clackamas County Fire District # 1

A comment from Clackamas County Fire District # 1 was submitted identifying that a Fire Access and Water Supply plan must be submitted to Clackamas County Fire District # 1.

**Staff Response:** The comment has been provided to the applicant. Upon submittal of a building permit, the Oregon City Building Division coordinates with Clackamas County Fire District for compliance with all Clackamas County Fire District requirements.

Oregon City School District

A comment from the Oregon City School District was submitted identifying that OCSD has no comments on the proposed development.

**Staff Response:** None required.

Clackamas County Engineering

A comment from Clackamas County Engineering was submitted identifying that the County does not have frontage on the property and has no comment.

**Staff Response:** None required.

Gaffney Lane Neighborhood Association

A comment from the Gaffney Lane NA was submitted questioning whether or not the neighborhood meeting that the applicant held in 2017 was still valid.

**Staff Response:** OCMC 17.50.055 does not identify an expiration date for neighborhood association meetings. The applicant attended a neighborhood association meeting and submitted all required neighborhood association meeting details, therefore, the applicant is in compliance with requirements for neighborhood association meetings in OCMC 17.50.055. The comment submitted does not identify any criteria that has not been met or cannot be met through the Conditions of Approval.

Comments of the Public Works Department and Development Services Division are incorporated into this report and Conditions of Approval.

None of the comments provided indicate that an approval criterion has not been met or cannot be met through the Conditions of Approval attached to this Staff Report.

## II. ANALYSIS AND FINDINGS:

### CHAPTER 17.36 - "GI"—GENERAL INDUSTRIAL DISTRICT

#### *17.36.020 - Permitted uses.*

*In the GI district, the following uses are permitted if enclosed within a building:*

- A. Manufacturing and/or fabrication;*
- B. Distributing, wholesaling and warehousing, excluding explosives and substances which cause an undue hazard to the public health, welfare and safety;*
- C. Heavy equipment service, repair, sales, rental or storage (includes but is not limited to construction equipment and machinery and farming equipment);*
- D. Veterinary or pet hospital, kennel;*
- E. Necessary dwellings for caretakers and watchmen (all other residential uses are prohibited);*
- F. Retail sales and services, including eating establishments for employees (i.e. a cafe or sandwich shop), located in a single building or in multiple buildings that are part of the same development shall be limited to a maximum of twenty thousand square feet or five percent of the building square footage, whichever is less and the retail sales and services shall not occupy more than ten percent of the net developable portion of all contiguous industrial lands;*
- G. Emergency service facilities (police and fire), excluding correctional facilities;*
- H. Outdoor sales and storage;*
- I. Recycling center and solid waste facility;*
- J. Wrecking yards;*
- K. Public utilities, including sub-stations (such as buildings, plants and other structures);*
- L. Utilities: basic and linear facilities, such as water, sewer, power, telephone, cable, electrical and natural gas lines, not including major facilities such as sewage and water treatment plants, pump stations, water tanks, telephone exchanges and cell towers;*
- M. Kennels;*
- N. Storage facilities;*
- O. Transportation facilities.*

**Finding: Complies as Proposed.** The applicant has proposed a cabinet manufacturing shop, which is a permitted use. The cabinet shop includes a showroom and office space, which are considered accessory uses to the primary manufacturing use.

#### *17.36.030 - Conditional uses.*

*The following conditional uses are permitted in this district when authorized and in accordance with the standards contained in [Chapter 17.56](#):*

- A. Any use in which more than half of the business is conducted outdoors.*
- B. Hospitals.*

**Finding: Not Applicable.** The applicant has not proposed any conditional uses.

#### *17.36.040 - Dimensional standards.*

*Dimensional standards in the GI district are:*

- A. Minimum lot area, minimum not required;*

**Finding: Not Applicable.** The existing lot area is not changing as part of this development application.

- B. Maximum building height, three stories, not to exceed forty feet;*

**Finding: Complies as Proposed.** The proposed building is approximately 25 feet in height.

- C. Minimum required setbacks:*

*1. Front yard, ten feet minimum setback;*

**Finding: Complies as Proposed.** Following the required right-of-way dedication, the proposed building would be setback ten feet from the front property line. Compliance with setback requirements will be verified upon submittal of a building permit application.

*2. Interior side yard, no minimum setback;*

**Finding: Complies as Proposed.** There is no minimum required side setback, therefore, the standard is met.

*3. Corner side yard, ten feet minimum setback;*

**Finding: Not Applicable.** The subject site is not a corner lot. The lot where the Wilco retail store is located is a corner lot, however, no improvements to this part of the development site are proposed.

*4. Rear yard, ten feet minimum setback;*

**Finding: Complies as Proposed.** The proposed building is located more than 250 feet from the rear property line. Compliance with setback requirements will be verified upon submittal of a building permit application.

*D. Buffer Zone. If a use in this zone abuts or faces a residential or commercial use, a yard of at least twenty-five feet shall be required on the side abutting or facing the adjacent residential use and commercial uses in order to provide a buffer area, and sight obscuring landscaping thereof shall be subject to site plan review. The community development director may waive any of the foregoing requirements if he/she determines that the requirement is unnecessary in the particular case.*

**Finding: Complies as Proposed.** The only surrounding commercial use is the Wilco retail building, and the proposed industrial building is located more than 25 feet from it and the site includes a large landscaped area between the Wilco retail store and the proposed manufacturing building acting as site obscuring landscaping. Though the existing and proposed landscaping between the two buildings does not completely screen the site, the site has split zoning and includes both commercial and industrial uses that share a parking lot, therefore, complete site obscuring landscaping is not required as commercial and industrial uses are part of the same development. The standard is meant to apply to commercial and industrial uses that are on different sites and require separation.

*E. Outdoor storage within building or yard space other than required setbacks and such occupied yard space shall be enclosed by a sight-obscuring wall or fence of sturdy construction and uniform color or an evergreen hedge not less than six feet in height located outside the required yard, further provided that such wall or fence shall not be used for advertising purposes.*

**Finding: Not Applicable.** Though there is existing outdoor storage onsite, the applicant has not proposed any additional outdoor storage as part of this proposal.

## **CHAPTER 17.32 "C" GENERAL COMMERCIAL DISTRICT**

*17.32.020 - Permitted uses.*

*A. Any use permitted in the MUC - Mixed Use Corridor zone with no maximum footprint size, unless otherwise restricted in Sections [17.24.020](#), [17.24.030](#) or [17.24.040](#);*

*B. Hotels and motels;*

*C. Drive-in or drove through facilities;*

*D. Passenger terminals (water, auto, bus, train);*

*E. Gas stations;*

*F. Outdoor markets that do not meet Section 17.29.020.H;*

*G. Motor vehicle and recreational vehicle sales and/or incidental service;*

- H. Motor vehicle and recreational vehicle repair and/or service;*
- I. Custom or specialized vehicle alterations or repair wholly within a building.*

**Finding: Not Applicable.** No new uses have been proposed in the portion of the subject site that is zoned General Commercial.

*17.32.030 - Conditional uses.*

*The following conditional uses are permitted when authorized and in accordance with the standards contained in [Chapter 17.56](#):*

- A. Religious institutions;*
- B. Hospitals;*
- C. Self service storage facilities;*
- D. Public utilities, including sub-stations (such as buildings, plants and other structures);*
- E. Public and/or private educational or training facilities;*
- F. Parking structures and lots not in conjunction with a primary use;*
- G. Emergency service facilities (police and fire), excluding correctional facilities.*

**Finding: Not Applicable.** No conditional uses have been proposed.

*17.32.040 - Prohibited uses in the General Commercial District.*

*The following uses are prohibited in the General Commercial District:*

- A. Distribution, wholesaling and warehousing.*
- B. Outdoor sales or storage (Except secured areas for overnight parking or temporary parking of vehicles used in the business. Sales of products not located under a roof may be allowed if they are located in an area that is architecturally connected to the primary structure, is an ancillary use and is approved through the Site Plan and Design Review process. This area may not exceed fifteen percent of the building footprint of the primary building).*
- C. General manufacturing or fabrication.*
- D Heavy equipment service, repair, sales, storage or rental (including but not limited to construction equipment and machinery and farming equipment).*

**Finding: Complies as Proposed.** The applicant has not proposed any prohibited uses within the General Commercial District.

*17.32.050 - Dimensional standards.*

- A. Minimum lot area: None.*

**Finding: Complies as Proposed.** The existing lot area is not proposed to change as part of this development application.

- B. Maximum building height: Sixty feet;*
- C. Minimum required setbacks if not abutting a residential zone: None.*
- D. Minimum required interior and rear yard setbacks if abutting a residential zone: twenty feet, plus one foot additional yard setback for every two feet of building height over thirty-five feet.*
- E. Maximum Allowed Setbacks.*
  - 1. Front yard setback: Five feet (may be expanded with Site Plan and Design Review [Section 17.62.055](#)).*
  - 2. Interior side yard setback: None.*
  - 3. Corner side yard setback abutting street: None*
  - 4. Rear yard setback: None.*

**Finding: Not Applicable.** No new structures have been proposed within the General Commercial District.

- F. Maximum site coverage of building and parking lot: Eighty-five percent*

**Finding: Not Applicable.** No changes to the parking lot within the General Commercial zone of the subject site have been proposed as part of this development application.



*G. Minimum landscaping requirement (including parking lot): Fifteen percent.*

**Finding: Not Applicable.** No changes to the existing landscaping within the General Commercial zone of the subject site have been proposed as part of this development application.

## **CHAPTER 17.62 SITE PLAN AND DESIGN REVIEW**

**17.62.015** *Modifications that will better meet design review requirements.*

*The review body may consider modification of site-related development standards. These modifications are done as part of design review and are not required to go through the Variance process pursuant to section 17.60.020. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the Variance process pursuant to section 17.60.020. Modifications that are denied through design review may be requested as Variance through the Variance process pursuant to section 17.60.020. The review body may approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:*

**Finding: Complies as Proposed.** The applicant has requested a modification to the special materials standards for stucco and Exterior Insulation and Finish System (EIFS), which require that stucco is trimmed in wood or masonry and is sheltered from extreme weather by roof overhangs or other methods. The applicant has proposed a synthetic stucco, which is similar to stucco or Exterior Insulation and Finish System (EIFS) material with no trim or overhang.

**17.62.015.A.** *The modification will result in a development that better meets design guidelines; and*

**Findings: Complies as Proposed.** The intent of the standards for stucco and EIFS finishes is to encourage high quality, durable materials that will withstand outdoor conditions, maintain a finished appearance and result in aesthetically interesting buildings. The applicant's architect has identified that the building will be built from Insulated Concrete Forms (ICF) and trimmed with the synthetic stucco finish resulting in an extremely durable and high quality building. Per the special materials standards in OCMC 17.62.050.A.21, wood or masonry trim is required in order to encourage a more visually appealing building design. The proposed building utilizes a unique window pattern and incorporates wood panels on the south and western façade resulting in an interesting building design resulting in a building design that better meets design guidelines.

**17.62.015.B.** *The modification meets the intent of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

**Findings: Complies with Condition.** The intent of the standards for stucco and EIFS finishes is to encourage high quality, durable materials that will withstand outdoor conditions, maintain a finished appearance and result in aesthetically interesting buildings. The applicant's architect has identified that the building will be built from Insulated Concrete Forms (ICF) and trimmed with the synthetic stucco finish resulting in an extremely durable and high quality building. Per the special materials standards in OCMC 17.62.050.A.21, a roof overhang is required to protect EIFS and stucco finishes from the elements as these types of finishes are more susceptible to rot in rainy climates, especially if they are not installed per the manufacturer's standards. The architect identified that the materials used are able to withstand wear and the building will be adequately maintained to ensure durability of the building materials. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit documentation from the architect identifying that the synthetic stucco material will be installed to manufacturer's specifications to ensure maximum durability and quality long-lasting material. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**



*17.62.020 - Preapplication conference.*

*Prior to filing for site plan and design review approval, the applicant shall confer with the community development director pursuant to [Section 17.50.030](#). The community development director shall identify and explain the relevant review procedures and standards.*

**Finding: Complies as Proposed.** Please see finding under section 17.50.050.

*17.62.030 - When required.*

*Site plan and design review shall be required for all development of real property in all zones except the R-10, R-8, R-6, R-5 and R-3.5 zoning districts, unless otherwise provided for by this title or as a condition of approval of a permit. Site plan and design review shall also apply to all conditional uses, cottage housing development, multi-family and non-residential uses in all zones. No building permit or other permit authorization for development shall be issued prior to site plan and design review approval. Parking lots and parking areas accessory to uses regulated by this chapter also shall require site plan and design review approval. Site plan and design review shall not alter the type and category of uses permitted in zoning districts.*

**Finding: Applicable.** The applicant proposed development of property in the General Commercial/General Industrial District, therefore, compliance with this chapter is required.

*17.62.035 - Minor site plan and design review.*

*This section provides for a minor site plan and design review process. Minor site plan review is a Type I or Type II decision, as described in OCMC Section 17.62.035.A., subject to administrative proceedings described in OCMC Section 17.50 and may be utilized as the appropriate review process only when authorized by the community development director. The purpose of this type of review is to expedite design review standards for uses and activities that require only a minimal amount of review, typical of minor modifications and/or changes to existing uses or buildings.*

*A. Type I Minor Site Plan and Design Review.*

*1. Applicability. Type I applications involve no discretion. The Type I process is not applicable for:*

- a. Any activity which is included with or initiates actions that require Type II-IV review.*
- b. Any use which is not permitted outright, unless otherwise noted.*
- c. Any proposal in which nonconforming upgrades are required under Chapter 17.58.*
- d. Any proposal in which modifications are proposed under Section 17.62.015.*

*2. The following projects may be processed as a Type I application:*

- a. Addition of up to two hundred square feet to a commercial, institutional, or multifamily structure in which no increases are required to off-street parking. This includes a new ancillary structure, addition to an existing structure, or new interior space (excluding new drive thru). Increases of more than two hundred square feet in a twelve-month period shall be processed as Type II.*
- b. Addition of up to one thousand square feet to an industrial use in which no increases are required to off-street parking. This includes a new ancillary structure, addition to an existing structure, or new interior space (excluding ancillary retail and office). Increases of more than one thousand square feet in a twelve-month period shall be processed as Type II.*
- c. Temporary structures, excluding mobile vendors.*
- d. Removal, replacement or addition of awnings, or architectural projections to existing structures.*
- e. Addition, modification, or relocation of refuse enclosure.*
- f. Changes to amount, location, or design of bicycle parking.*
- g. Installation of mechanical equipment.*
- h. Repaving of previously approved parking lots with no change to striping.*
- i. Replacement of exterior building materials.*
- j. Addition of windows and doors, relocation of windows and doors in which transparency levels remain unchanged, or removal of windows and doors provided minimum transparency requirements are still met.*

- k. Addition or alteration of parapets or rooflines.*
- l. Modification of building entrances.*
- m. Addition to or alteration of a legal nonconforming single or two-family dwelling.*
- n. Change to parking lot circulation or layout, excluding driveway modifications.*
- o. Removal or relocation of vehicle parking stalls provided total parking remains between approved minimum and maximum with no new reductions other than through the downtown parking district.*
- p. Adoption of shared parking agreements.*
- q. Changes to landscaping that do not require stormwater quality and quantity treatment under OCMC Chapter 13.12.*
- r. New or changes to existing pedestrian accessways, walkways or plazas.*
- s. Installation of or alterations to ADA accessibility site elements.*
- t. Modification of a fence, hedge, or wall, or addition of a fence, hedge or wall at least twenty feet away from a public right-of-way.*
- u. Addition of or alterations to outdoor lighting.*
- v. Demolition of any structure or portion of a structure*
- w. Tree removal*

*3. Submittal Requirements. A Type I application shall include:*

- a. A narrative describing the project.*
- b. Site plan drawings showing existing conditions/uses and proposed conditions/uses.*
- c. Architectural drawings, including building elevations and envelopes, if architectural work is proposed.*
- d. A completed application form.*
- e. Any other information determined necessary by the community development director.*

*B. Type II Minor Site Plan and Design Review.*

- 1. Type II Minor site plan and design review applies to the following uses and activities unless those uses and activities qualify for Type I review per Section 17.62.035A.:*
  - a. Modification of an office, commercial, industrial, institutional, public or multi-family structure for the purpose of enhancing the aesthetics of the building and not increasing the interior usable space (for example covered walkways or entryways, addition of unoccupied features such as clock tower, etc.).*
  - b. Modification to parking lot layout and landscaping, or the addition of up to five parking spaces.*
  - c. A maximum addition of up to one thousand square feet to a commercial, office, institutional, public, multi-family, or industrial building provided that the addition is not more than thirty-five percent of the original building square footage.*
  - d. Other land uses and activities may be added if the community development director makes written findings that the activity/use will not increase off-site impacts and is consistent with the type and/or scale of activities/uses listed above.*
- 2. Application. The application for the Type II minor site plan and design review shall contain the following elements:*
  - a. The submittal requirements of Chapter 17.50.*
  - b. A narrative explaining all aspects of the proposal in detail and addressing each of the criteria listed in Section 17.62.035C. below.*
  - c. Site plan drawings showing existing conditions/uses and proposed conditions/uses.*
  - d. Architectural drawings, including building elevations and envelopes, if architectural work is proposed.*
  - e. Additional submittal material may be required by the community development director on a case-by-case basis.*
- 3. Development standards for Type II minor site plan and design review.*
  - a. All development shall comply with Sections 17.62.050(1—7 and 8—15 and 20—22) when deemed applicable by the community development director. Other sections may apply, as directed by the community development director when applicable, in order to show compliance with this chapter, such as the commercial and institutional standards of Section 17.62.055.*

**Finding: Complies.** The development proposal does not qualify for a Minor Site Plan and Design Review application.

*17.62.040 - Plans required.*

**Finding: Complies as Proposed.** The applicant has submitted all requested application items.

*17.62.050 - Standards.*

*A. All development shall comply with the following standards:*

*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:** The proposal includes approximately 11% site landscaping. The applicant has requested a variance to this standard. Please refer to the findings in OCMC 17.60.

*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 has requested a variance to minimum site landscaping standards. Though the site does not meet the minimum site landscaping requirements, all areas being counted towards minimum site landscaping are installed with growing plant materials.

*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: Not Applicable.** The subject site is not located within the Natural Resource Overlay District.

*c. A landscaping plan shall be prepared by a registered landscape architect for new or revised landscaped areas. Landscape architect approval is not required for tree removal and/or installation if the species are chosen from an approved street tree list. A certified landscape designer, arborist, or nurseryman shall be acceptable in lieu of a landscape architect for projects with less than 500 square feet of landscaping. All landscape plans shall 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 landscaping plan prepared by Darryl Mulch, Registered Landscape Architect, which identifies that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees. The landscaping plan does not identify that within three years of planting, landscaping will cover one hundred percent of the landscaped area. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a revised landscaping plan which identifies that within three years of planting, landscaping will cover one hundred percent of the landscaped area. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*d. For properties within the Downtown Design District landscaping shall be required to the extent practicable up to the ten percent requirement.*

**Finding: Not Applicable.** The subject site is not located within the Downtown Design District.

*e. Landscaping shall be visible from public thoroughfares to the extent practicable.*

**Finding: Complies as Proposed.** Existing and proposed landscaping is visible from both Molalla Avenue and Fir Street to the extent practicable.

*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: Complies as Proposed.** The General Industrial District does not allow the interior parking lot landscaping to be counted towards the fifteen percent site landscaping, however the General Commercial District does. The site includes approximately 11% site landscaping, not counting the interior parking lot landscaping within the General Industrial District. The applicant has requested a variance to minimum site landscaping requirements. Please refer to the analysis within Chapter 17.60 of this report.

## *2. Vehicular Access and Connectivity.*

*a. Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.*

**Finding: Complies as Proposed.** No new parking areas have been proposed in front of buildings.

*b. Ingress and egress locations on thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.*

**Finding: Not Applicable.** No new driveways have been proposed as part of this application.

*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 zoned General Industrial and General Commercial, therefore, this standard is not applicable

*d. Sites abutting an alley shall be required to gain vehicular access from the alley unless deemed impracticable by the community development director.*

**Finding:** Please refer to the analysis in 17.62.050.A.2.c.

*e. Where no alley access is available, the development shall be configured to allow only one driveway per frontage. 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. Shared driveways shall be required as needed to accomplish the requirements of this section. The location and design of pedestrian access from the 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: Not Applicable.** No new driveways have been proposed as part of this development.

*f. Driveways that are at least twenty-four feet wide shall align with existing or planned streets on adjacent sites.*

**Finding: Not Applicable.** No new driveways have been proposed as part of this development.

*g. Development shall be required to provide existing or future connections to adjacent sites through the use of vehicular and pedestrian access easements where applicable. Such easements shall be required in addition to applicable street dedications as required in [Chapter 12.04](#).*

**Finding: Not Applicable.** There is already an existing access easement over both the Wilco retail property and the Wilco warehouse property where the cabinet shop is being proposed connecting the

developments onsite. The public sidewalk provides an adequate pedestrian connection to adjacent properties, therefore, additional vehicular or pedestrian access easements are not required as part of this development application.

*h. Vehicle and pedestrian access easements may serve in lieu of streets when approved by the decision maker only where dedication of a street is deemed impracticable by the city.*

**Finding: Not applicable.** There are no pedestrian accessways proposed or required for the development in lieu of vehicular streets.

*i. Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.*

**Finding: Not Applicable.** There is already an existing access easement over both the Wilco retail property and Wilco warehouse property where the cabinet shop is being proposed, therefore, no additional vehicular easements are required. The public sidewalk adequately connects the property to adjacent sites, therefore no additional pedestrian access easements are required as part of this development application.

*j. In the case of dead-end stub streets that will connect to streets on adjacent sites in the future, notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future.*

**Finding: Not applicable.** There are no dead-end stub streets that will connect to streets on adjacent sites in the future proposed or required for the development.

*k. Parcels larger than three acres shall provide streets as required in [Chapter 12.04](#). The streets shall connect with existing or planned streets adjacent to the site.*

**Finding: Not Applicable.** Though the site is more than three acres in size, the site is already developed, with the exception of the northeast corner where the cabinet manufacturing building is currently being proposed, therefore, this standard is not applicable.

*l. Parking garage entries 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.** A parking garage is not proposed with this development.

*m. 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.** A parking garage is not proposed with this development.

*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.*

*a. Alterations, additions and new construction located within the McLoughlin Conservation District, Canemah National Register District, and the Downtown Design District and when abutting a designated Historic Landmark shall utilize materials and a design that incorporates the architecture of the subject building as well as the surrounding district or abutting Historic Landmark. Historic materials such as doors, windows and siding shall be retained or replaced with in kind materials unless the community development director determines that the materials cannot be retained and the new design and*

materials are compatible with the subject building, and District or Landmark. The community development director may utilize the Historic Review Board's Guidelines for New Construction (2006) to develop findings to show compliance with this section.

*b. In historic areas and where development could have a significant visual impact, the review authority may request the advisory opinions of appropriate experts designated by the community development director from the design fields of architecture, landscaping and urban planning. The applicant shall pay the costs associated with obtaining such independent professional advice; provided, however, that the review authority shall seek to minimize those costs to the extent practicable.*

**Finding: Complies as Proposed.** The proposed building presents a finished appearance and does not include inferior or lesser quality materials on side or rear facades. The site is not in or abutting a historic district.

*4. Grading shall be in accordance with the requirements of [Chapter 15.48](#) and the public works stormwater and grading design standards.*

**Finding:** Please refer to the findings in Chapter 15.48 of this report.

*5. Development subject to the requirements of the Geologic Hazard overlay district shall comply with the requirements of that district.*

**Finding: Not applicable.** The development is not within a Geologic Hazard overlay district.

*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:** Please refer to the findings in Chapter 13.12 of this report.

*7. Parking, including carpool, vanpool and bicycle parking, shall comply with city off-street parking standards, [Chapter 17.52](#).*

**Finding:** Please refer to the findings in Chapter 17.52 of this report.

*8. Sidewalks and curbs shall be provided in accordance with the city's transportation master plan and street design standards. Upon application, the community development director may waive this requirement in whole or in part in those locations where there is no probable need, or comparable alternative location provisions for pedestrians are made.*

**Finding:** Please refer to the findings in Chapter 12.04 of this report.

*9. A well-marked, continuous and protected on-site pedestrian circulation system meeting the following standards shall be provided:*

*a. 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 as Proposed.** The proposal includes a direct pedestrian connection between the main building entrance and Fir Street.

*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 proposal includes a direct pedestrian connection from the main building entrance of the proposed building to the Fir Street sidewalk, which is connected to the Molalla Avenue public sidewalk, which is directly connected to the main entrance of the Wilco retail store.



However, the proposed pedestrian circulation system does not connect the main entrance of the proposed building to the warehouse building to the west which includes several tenants. Prior to issuance of a building permit associated with the proposed development, the applicant shall provide a revised pedestrian circulation system which includes a pedestrian connection between the main entrance of the proposed building and the tenant space entrances on the north façade of the warehouse building onsite, such as a striped crosswalk across the drive aisle. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*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 applicant has not proposed elevated external stairways or walkways that provide pedestrian access to multiple dwelling units located above the ground floor.

*d. The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.*

**Finding:** Please refer to the analysis in 17.62.050.A.9.b.

*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 as Proposed.** The proposed pedestrian circulation system provides a direct pedestrian connection to the public sidewalk on Fir Street, which connects to Molalla Avenue and provides pedestrian access to commercial sites along Molalla Avenue, including the Wilco retail store.

*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 onsite pedestrian walkways are hard-surfaced, well drained and a minimum of 5 feet wide. As conditioned in this report, the applicant shall provide a pedestrian connection between the proposed building and the existing tenant spaces in the warehouse building. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a revised pedestrian circulation system which includes hard surfaced, well drained walkways that are at least five feet wide and include a visually contrasting surface material between the proposed building and the existing tenant spaces in the Wilco warehouse building. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*10. There shall be provided adequate means to ensure continued maintenance and necessary normal replacement of private 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 agency.*

**Finding: Complies as Proposed.** The applicant's narrative identifies compliance with this standard.

*11. Site planning shall conform to the requirements of OCMC [Chapter 17.41](#) Tree Protection.*

**Finding:** Please refer to the analysis in Chapter 17.41 of this report.

*12. Development shall be planned, designed, constructed and maintained to protect water resources and habitat conservation areas in accordance with the requirements of the city's Natural Resources Overlay District, Chapter 17.49, as applicable.*

**Finding:** The subject site is not located within the Natural Resource Overlay District.

*13. All development shall maintain continuous compliance with applicable federal, state, and city standards pertaining to air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference. Prior to issuance of a building permit, the community development director or building official may require submission of evidence demonstrating compliance with such standards and receipt of necessary permits. The review authority may regulate the hours of construction or operation to minimize adverse impacts on adjoining residences, businesses or neighborhoods. The emission of odorous gases or other matter in such quantity as to be readily detectable at any point beyond the property line of the use creating the odors or matter is prohibited.*

**Finding: Complies as Proposed.** The applicant's narrative identified compliance with this standard.

*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 offsite 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: Complies as condition.** The development shall provide a sanitary sewer service with a two-way clean-out near the property line which is 6-inches in diameter or provide video inspection of an existing 6-inch sanitary sewer service pipe for verification of its usability. The applicant shall upsize the existing water service line and meter to the existing property if does not have capacity to support the addition of the proposed development. Only one water service shall be allowed per property unless otherwise approved by the City Engineer. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*15. Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of*



*anticipated vehicular and pedestrian traffic generation. Compliance with [Chapter] 12.04, Streets, Sidewalks and Public Places shall be sufficient to achieve right-of-way and improvement adequacy.*

**Finding: Complies as conditioned.** The applicant shall provide adequate streetlighting along Fir Street in conformance with all City standards, specifications, codes, and policies and as approved by Portland General Electric (PGE). The applicant shall submit a photometric plan to show compliance or provide a photometric study of existing lighting along Fir Street which shows existing streetlighting is compliant. The applicant shall provide a 10-foot-wide public utility easement along all property lines fronting existing or proposed right-of-way. See findings from section 12.04 for additional requirements for right-of-way and improvements to streets. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*16. If a transit agency, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, accessible bus landing pad, lighting, or transit stop connection be constructed, or that an easement or dedication be provided for one of these uses, consistent with an agency adopted or approved plan at the time of development, the review authority shall require such improvement, using designs supportive of transit use. Improvements at a major transit stop may include intersection or mid-block traffic management improvements to allow for crossings at major transit stops, as identified in the transportation system plan.*

**Finding: Complies as Proposed.** The subject site is located on a transit route. The application was transmitted to Trimet for comment and no comments on the proposal were received as of the date of this staff report.

*17. All utility lines shall be placed underground.*

**Finding: Complies as conditioned.** All utility lines shall be placed underground.

**Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*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 applicant indicated that the site includes ADA compliant parking stalls and pedestrian accessways. Compliance with ADA and accessibility standards will be reviewed upon submittal of a building permit application.

*19. For a residential development, site layout shall achieve at least eighty percent of the maximum density of the base zone for the net developable area. Net developable area excludes all areas for required right-of-way dedication, land protected from development through Natural Resource or Geologic Hazards protection, and required open space or park dedication.*

**Finding: Not Applicable.** The applicant has not proposed a residential development.

*20. Screening of Mechanical Equipment:*

*a. Rooftop mechanical equipment, including HVAC equipment and utility equipment that serves the structure, shall be screened. Screening shall be accomplished through the use of parapet walls or a sight-obscuring enclosure around the equipment constructed of one of the primary materials used on the primary facades of the structure, and that is an integral part of the building's architectural design. The parapet or screen shall completely surround the rooftop mechanical equipment to an elevation equal to or greater than the highest portion of the rooftop mechanical equipment being screened. In the event such parapet wall does not fully screen all rooftop equipment, then the rooftop equipment shall be enclosed by a screen constructed of one of the primary materials used on the primary facade of the building so as to achieve complete screening.*

**Finding: Complies with Condition.** The applicant's narrative indicated that all rooftop mechanical equipment will be screened, however, the submitted plans do not include details of all proposed mechanical equipment. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit details on the proposed roof-top mechanical equipment and demonstrate compliance with screening requirements in OCMC 17.62.050.A.20. Per OCMC 17.62.050.A.20.e, these standards do not apply to solar energy panels or photovoltaic equipment. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*b. Wall-mounted mechanical equipment shall not be placed on the front facade of a building or on a facade that faces a right-of-way. Wall-mounted mechanical equipment, including air conditioning or HVAC equipment and groups of multiple utility meters, that extends six inches or more from the outer building wall shall be screened from view from streets; from residential, public, and institutional properties; and from public areas of the site or adjacent sites through the use of (a) sight-obscuring enclosures constructed of one of the primary materials used on the primary facade of the structure, (b) sight-obscuring fences, or (c) trees or shrubs that block at least eighty percent of the equipment from view or (d) painting the units to match the building. Wall-mounted mechanical equipment that extends six inches or less from the outer building wall shall be designed to blend in with the color and architectural design of the subject building.*

**Finding: Not Applicable.** The applicant has not proposed any wall-mounted mechanical equipment.

*c. Ground-mounted above-grade mechanical equipment shall be screened by ornamental fences, screening enclosures, trees, or shrubs that block at least eighty percent of the view. Placement and type of screening shall be determined by the community development director.*

**Finding: Not Applicable.** The applicant has not proposed any ground-mounted mechanical equipment.

*d. This section shall not apply to the installation of solar energy panels, photovoltaic equipment or wind power generating equipment.*

**Finding: Complies as Proposed.** The applicant has proposed roof-mounted solar panels. As identified in this section, the mechanical screening requirements within this section do not apply to the development application did not include the installation of solar energy panels, photovoltaic equipment or wind power generating equipment.

## **21. Building Materials.**

*a. Preferred building materials. Building exteriors shall be constructed from high quality, durable materials. Preferred exterior building materials that reflect the city's desired traditional character are as follows:*

*i. Brick.*

*ii. Basalt stone or basalt veneer.*

*iii. Narrow horizontal wood or composite siding (generally five inches wide or less); wider siding will be considered where there is a historic precedent.*

*iv. Board and batten siding.*

*v. Other materials subject to approval by the community development director.*

*vi. Plywood with battens or fiber/composite panels with concealed fasteners and contiguous aluminum sections at each joint that are either horizontally or vertically aligned.*

*vii. Stucco shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.*

**Finding: Complies with Condition.** The applicant has proposed synthetic stucco as the primary building material, which is similar in appearance to stucco. The applicant has not proposed a wood or masonry trim or overhangs to shield the building from extreme weather. Please refer to the findings in OCMC

**17.62.015. Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*b. Prohibited materials. The following materials shall be prohibited in visible locations from the right-of-way or a public access easement unless an exception is granted by the community development director based on the integration of the material into the overall design of the structure.*

*i. Vinyl or plywood siding (including T-111 or similar plywood).*

*ii. Glass block or highly tinted, reflected, translucent or mirrored glass (except stained glass) as more than ten percent of the building facade.*

*iii. Corrugated fiberglass.*

*iv. Chain link fencing (except for temporary purposes such as a construction site, gates for a refuse enclosure, stormwater facilities, or within the General Industrial District).*

*[v.] Crushed colored rock/crushed tumbled glass.*

*[vi.] Non-corrugated and highly reflective sheet metal.*

**Finding: Complies as Proposed.** No prohibited building materials have been identified within the applicant's submittal.

*c. Special material standards: The following materials are allowed if they comply with the requirements found below:*

*1. Concrete block. When used for the front facade of any building, concrete blocks shall be split, rock- or ground-faced and shall not be the prominent material of the elevation. Plain concrete block or plain concrete may be used as foundation material if the foundation material is not revealed more than three feet above the finished grade level adjacent to the foundation wall.*

*2. Metal siding. Metal siding shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above ground level).*

*3. Exterior Insulation and Finish System (EIFS) and similar troweled finishes shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.*

*4. Building surfaces shall be maintained in a clean condition and painted surfaces shall be maintained to prevent or repair peeling, blistered or cracking paint.*

**Finding: Complies with Condition.** The applicant has proposed synthetic stucco as the primary building material, which is similar to Exterior Insulation and Finish System (EIFS). The applicant has not proposed a wood or masonry trim or overhangs to shield the building from extreme weather. The applicant has requested a modification from special materials standards for EIFS or similar troweled finishes. Please refer to the findings in OCMC 17.62.015. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*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, including standards set out in city overlay districts, the city's master plans, and city public works design standards. Such conditions shall apply as described in Sections 17.50.310, 17.50.320 and 17.50.330. The review authority may require a property owner to sign a waiver of remonstrance against the formation of and participation in a local improvement district where it deems such a waiver necessary to provide needed improvements reasonably related to the impacts created by the proposed development. To ensure compliance with this chapter, the review authority may require an applicant to sign or accept a legal and enforceable covenant, contract, dedication, easement, performance guarantee, or other document, which shall be approved in form by the city attorney.*

**Finding: Not Applicable.** The property has an existing Non-Remonstrance Agreement; the execution of a Non-Remonstrance Agreement will not be required.

23. Development shall conform to the requirements of OCMC Chapter 17.58 Nonconforming Uses, Structures, and Lots.

**Finding:** Please refer to the analysis in OCMC 17.58 of this report.

*17.62.055 - Institutional and commercial building standards.*

*A. Purpose. The primary objective of the regulations contained in this section is to provide a range of design choices that promote creative, functional, and cohesive development that is compatible with surrounding areas. Buildings approved through this process are intended to serve multiple tenants over the life of the building, and are not intended for a one-time occupant. The standards encourage people to spend time in the area, which also provides safety through informal surveillance. Finally, this section is intended to promote the design of an urban environment that is built to human scale by creating buildings and streets that are attractive to pedestrians, create a sense of enclosure, provide activity and interest at the intersection of the public and private spaces, while also accommodating vehicular movement.*

*B. Applicability. In addition to [Section 17.62.050](#) requirements, institutional and commercial buildings shall comply with design standards contained in this section.*

**Finding: Not Applicable.** The applicant has proposed an industrial building. Standards for institutional and commercial buildings are not applicable.

*17.62.056 - Additional standards for large retail establishments.*

*A. This section is intended to ensure that large retail building development is compatible with its surrounding area.*

*B. Large retail establishment shall mean a retail building occupying more than ten thousand gross square feet of floor area.*

*C. In addition to [Sections 17.62.050](#) and [17.62.055](#) requirements, large retail buildings shall comply with design standards contained in this section.*

**Finding: Not Applicable.** The applicant has proposed an industrial building. Standards for large retail establishments are not applicable.

*17.62.057 - Multi-family standards.*

*B. Applicability. In addition to [Section 17.62.050](#) requirements, all multi-family buildings shall comply with the design standards contained in this section. Cottage Housing Development shall follow OCMC 17.62.58 instead of this section.*

**Finding: Not Applicable.** The applicant has proposed an industrial building. Standards for multi-family developments are not applicable.

*17.62.059 - Cottage housing.*

**Finding: Not applicable.** The applicant has proposed an industrial building. Standards for cottage housing developments are not applicable.

*17.62.065 - Outdoor lighting.*

*B. Applicability.*

*1. General.*

*a. All exterior lighting for any type of commercial, mixed-use, industrial or multi-family development shall comply with the standards of this section, unless excepted in subsection B.3.*

*b. The city engineer/public works director shall have the authority to enforce these regulations on private property if any outdoor illumination is determined to present an immediate threat to the public health, safety and welfare.*

**Finding: Applicable.** The proposed development includes an industrial development, therefore, compliance with outdoor lighting standards is required.

## *2. Lighting Plan Requirement.*

*All commercial, industrial, mixed-use, cottage housing and multi-family developments shall submit a proposed exterior lighting plan. The plan must be submitted concurrently with the site plan. The exterior lighting plan shall include plans and specifications for streetlights, parking lot lights, and exterior building lights. The specifications shall include details of the pole, fixture height and design, lamp type, wattage, and spacing of lights.*

**Finding: Complies with Condition.** The applicant did not submit a photometric plan identifying lighting levels or details of proposed lighting fixtures. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a photometric plan identifying lighting levels and details of all proposed lighting fixtures, demonstrating compliance with lighting standards in OCMC 17.62.065. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

## *3. Excepted Lighting.*

*The following types of lighting are excepted from the requirements of this section.*

- a. Residential lighting for single-family attached and detached homes, and duplexes.*
- b. Public street and right-of-way lighting.*
- c. Temporary decorative seasonal lighting provided that individual lamps have a light output of sixty watts or less.*
- d. Temporary lighting for emergency or nighttime work and construction.*
- e. Temporary lighting for theatrical, television, and performance areas, or for special public events.*
- f. Lighting for a special district, street, or building that, according to an adopted municipal plan or ordinance, is determined to require special lighting aesthetics as part of its physical character.*
- g. Lighting required and regulated by the Federal Aviation Administration.*

**Finding: Complies with Condition.** The application did not include a photometric plan or details of the proposed lighting fixtures. Prior to issuance of a permit associated with the proposed development, the applicant shall submit a photometric plan identifying onsite lighting levels and details of all proposed lighting fixtures, demonstrating compliance with lighting standards in OCMC 17.62.065. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*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:** Please refer to the findings within this report.

## *D. Design and Illumination Standards.*

*General Outdoor Lighting Standard and Glare Prohibition.*

- 1. 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.*

**Finding: Complies with Condition.** The application did not include a photometric plan or details of the proposed lighting fixtures. Prior to issuance of a permit associated with the proposed development, the applicant shall submit a photometric plan identifying lighting levels and details of all proposed lighting fixtures, demonstrating compliance with lighting standards in OCMC Section 17.62.065. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

2. 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: Complies with Condition.** The application did not include a photometric plan or details of the proposed lighting fixtures. Prior to issuance of a permit associated with the proposed development, the applicant shall submit a photometric plan identifying lighting levels and details of the proposed lighting fixtures, demonstrating compliance with lighting standards in OCMC 17.62.065. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

### 3. Lighting levels:

Table 1-17.62.065. Foot-candle Levels

Location	Min	Max	Avg
Pedestrian Walkways in Parking Lots		10:1 max/min ratio	0.5
Pedestrian Accessways/Walkways	0.5	7:1 max/min ratio	1.5
Building Entrances	3		
Bicycle Parking Areas	3		
Abutting property	N/A	0.5	

**Finding: Complies with Condition.** The application did not include a photometric plan or details of the proposed lighting fixtures. Prior to issuance of a permit associated with the proposed development, the applicant shall submit a photometric plan identifying lighting levels and details of all proposed lighting fixtures, demonstrating compliance with lighting standard in OCMC Section 17.62.065. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

4. *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.*

**Finding:** Please refer to the findings in Table 1-17.62.065.

5. *Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.*

6. *Lighting on outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.*

7. *All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.*

8. *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.*

9. *For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.*

10. *No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting*

**Finding: Complies with Condition.** The application did not include a photometric plan or details of the proposed lighting fixtures. Prior to issuance of a permit associated with the proposed development, the applicant shall submit a photometric plan identifying lighting levels and details of all proposed lighting fixtures, demonstrating compliance with lighting standards in OCMC Section 17.62.065. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

11. *Wireless Sites. Unless required by the Federal Aviation Administration or the Oregon Aeronautics Division, artificial lighting of wireless communication towers and antennas shall be prohibited. Strobe lighting of wireless communication facilities is prohibited unless required by the Federal Aviation Administration. Security lighting for equipment shelters or cabinets and other on-the-ground auxiliary equipment on wireless communication facilities shall be initiated by motion detecting lighting.*

**Finding: Not Applicable.** Though the subject site does include a wireless communication facility, no changes to the lighting associated with the wireless site are proposed or required. The only proposed or required lighting is associated with the new building, therefore, these standards are not applicable.

12. *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.*

**Finding: Not Applicable.** The applicant has not proposed an outdoor recreational use. These standards are not applicable.

17.62.080 - *Special development standards along transit streets.*

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: Not Applicable.** Though Molalla Avenue is a transit street, the applicant has not proposed a retail, office or institutional building, therefore, these standards are not applicable.

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. The area(s) shall be:*

A. *Sized appropriately to meet the needs of current and expected tenants, including an expansion area if necessary;*

B. *Designed with sturdy materials, which are compatible to the primary structure(s);*

C. *Fully enclosed and visually screened;*

D. *Located in a manner easily and safely accessible by collection vehicles;*

E. *Located in a manner so as not to hinder travel lanes, walkways, streets or adjacent properties;*

F. *On a level, hard surface designed to discharge surface water runoff and avoid ponding;*

G. *Maintained by the property owner;*

H. *Used only for purposes of storing solid waste and recyclable materials;*

I. *Designed in accordance with applicable sections of the Oregon City Municipal Code (including Chapter 8.20—Solid Waste Collection and Disposal) and city adopted policies.*

**Finding: Not Applicable.** The applicant's narrative identified that the waste associated with the development is expected to be minimal and a refuse and recycling enclosure is not needed or proposed.



## **CHAPTER 17.52 OFF-STREET PARKING AND LOADING**

### *17.52.015 - Planning commission adjustment of parking standards.*

*A. Purpose: The purpose of permitting a planning commission adjustment to parking standards is to provide for flexibility in modifying parking standards in all zoning districts, without permitting an adjustment that would adversely impact the surrounding or planned neighborhood. The purpose of an adjustment is to provide flexibility to those uses which may be extraordinary, unique or to provide greater flexibility for areas that can accommodate a denser development pattern based on existing infrastructure and ability to access the site by means of walking, biking or transit. An adjustment to a minimum or maximum parking standard may be approved based on a determination by the planning commission that the adjustment is consistent with the purpose of this Code, and the approval criteria can be met.*

*B. Procedure: A request for a planning commission parking adjustment shall be initiated by a property owner or authorized agent by filing a land use application. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development and parking plan, the extent of the adjustment requested along with findings for each applicable approval criteria. A request for a parking adjustment shall be processed as a Type III application as set forth in [Chapter 17.50](#).*

*C. Approval criteria for the adjustment are as follows:*

*1. Documentation: The applicant shall document that the individual project will require an amount of parking that is different from that required after all applicable reductions have been taken.*

*2. Parking analysis for surrounding uses and on-street parking availability: The applicant must show that there is a continued fifteen percent parking vacancy in the area adjacent to the use during peak parking periods and that the applicant has permission to occupy this area to serve the use pursuant to the procedures set forth by the community development director.*

*a. For the purposes of demonstrating the availability of on street parking as defined in [Section] 17.52.020.B.3., the applicant shall undertake a parking study during time periods specified by the community development director. The time periods shall include those during which the highest parking demand is anticipated by the proposed use. Multiple observations during multiple days shall be required. Distances are to be calculated as traversed by a pedestrian that utilizes sidewalks and legal crosswalks or an alternative manner as accepted by the community development director.*

*b. The onsite parking requirements may be reduced based on the parking vacancy identified in the parking study. The amount of the reduction in onsite parking shall be calculated as follows:*

*i. Vacant on-street parking spaces within three hundred feet of the site will reduce onsite parking requirements by 0.5 parking spaces; and*

*ii. Vacant on-street parking spaces between three hundred and six hundred feet of the [site] will reduce onsite parking requirements by 0.2 parking spaces.*

*3. Function and Use of Site: The applicant shall demonstrate that modifying the amount of required parking spaces will not significantly impact the use or function of the site and/or adjacent sites.*

*4. Compatibility: The proposal is compatible with the character, scale and existing or planned uses of the surrounding neighborhood.*

*5. Safety: The proposal does not significantly impact the safety of adjacent properties and rights-of-way.*

*6. Services: The proposal will not create a significant impact to public services, including fire and emergency services.*

**Finding: Not Applicable.** The applicant has not requested an adjustment to the parking standards.

### *17.52.020 - Number of automobile spaces required.*

*A. The number of parking spaces shall comply with the minimum and maximum standards listed in Table 17.52.020. The parking requirements are based on spaces per one thousand square feet net leasable area unless otherwise stated.*



Table 17.52.020		
LAND USE	PARKING REQUIREMENTS	
	MINIMUM	MAXIMUM
Retail Store, Shopping Center, Restaurants	4.10	5.00
Office	2.70	3.33
Storage Warehouse, Freight Terminal	0.30	0.40
Manufacturing, Wholesale Establishment	1.60	1.67

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: Complies as Proposed.** The existing and proposed development includes a mix of uses as identified below.

Use	SF of Net Leasable Area	Minimum Parking Required	Maximum Parking Allowed
Wilco Retail Store (Retail)	21,320	87	107
Wilco Warehouse (Storage Warehouse)	13,000	4	5
Wilco Warehouse Outdoor Storage (Storage Warehouse)	25,000	8	10
Wilco Office (Office)	6,300	17	21
Precision Cabinets Manufacturing (Manufacturing)	6,500	10	11
Precision Cabinets Office (Office)	1,600	4	5
Total Parking		130	159

The site is currently developed with 181 total parking stalls, which is more than the maximum permitted. As part of this application, the applicant has proposed to remove 20 parking stalls resulting in a total of 161 parking stalls, bringing the site closer to compliance with minimum and maximum parking requirements. The applicant has not proposed any new parking stalls as part of this development application.

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 applicant has not proposed a use not listed herein.

3. *Where calculation in accordance with the above 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.** Fractions were rounded in accordance with this chapter.

*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 vehicles used in conducting the business or use.*

**Finding: Complies as Proposed.** The application indicated that parking spaces will be provided for the use customers, employees, and visitors to the site. It is not anticipated that vehicles or materials will be stored onsite. Though the site includes some existing outdoor storage, the minimum required parking stalls are available for customers, patrons and employees.

*5. A change in use within an existing habitable building located in the MUD Design District or the Willamette Falls Downtown District is exempt from additional parking requirements. Additions to an existing building and new construction are required to meet the minimum parking requirements for the areas as specified in Table 17.52.020 for the increased square footage.*

**Finding: Not Applicable.** The subject site is not within the MUD Design District or the Willamette Falls Downtown District, therefore, these standards are not applicable.

*B. Parking requirements can be met either onsite, or offsite by meeting the following conditions:*

*1. Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (e.g. the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly, up to a maximum reduction of fifty percent, as determined by the community development director.*

*2. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature), that the shared parking facility is within one thousand feet of the potential uses, and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument authorizing the joint use.*

*3. On-Street Parking. On-street parking may be counted toward the minimum standards when it is on the street face abutting the subject land use. An on-street parking space must not obstruct a required clear vision area and it shall not violate any law or street standard. On-street parking for commercial uses shall conform to the following standards:*

*a. Dimensions. The following constitutes one on-street parking space:*

*1. Parallel parking, each [twenty-two] feet of uninterrupted and available curb;*

*2. [Forty-five/sixty] degree diagonal, each with [fifteen] feet of curb;*

*3. Ninety degree (perpendicular) parking, each with [twelve] feet of curb.*

*4. Public Use Required for Credit. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use, but shall be available for general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.*

**Finding: Complies with Condition.** All parking is accommodated onsite. The applicant has not proposed to utilize any of the options within this section, however, the Wilco retail store utilizes parking on the adjacent Wilco warehouse property and there is no shared parking agreement between the two properties on file with the City. Prior to issuance of a permit associated with the proposed development, the applicant shall submit documentation for the shared parking agreement in accordance with OCMC 17.52.020.B.3. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*C. Reduction of the Number of Automobile Spaces Required. The required number of parking stalls may be reduced in the Downtown Parking Overlay District: Fifty percent reduction in the minimum number of spaces required is allowed prior to seeking further reductions in [sub]sections 2. and 3. below:*

*1. Transit Oriented Development. For projects not located within the Downtown Parking Overlay District, the community development director may reduce the required number of parking stalls up to twenty-five percent when it is determined that a project in a commercial center (sixty thousand square feet or greater of retail or office use measured cumulatively within a five hundred-foot radius) or multi-family development with over eighty units, is adjacent to or within one thousand three hundred twenty feet of an existing or planned public transit street and is within one thousand three hundred twenty feet of the opposite use (commercial center or multi-family development with over eighty units).*

*2. Reduction in Parking for Tree Preservation. The community development director may grant an adjustment to any standard of this requirement provided that the adjustment preserves a regulated tree or grove so that the reduction in the amount of required pavement can help preserve existing healthy trees in an undisturbed, natural condition. The amount of reduction must take into consideration any unique site conditions and the impact of the reduction on parking needs for the use, and must be approved by the community development director. This reduction is discretionary.*

*3. Transportation Demand Management. The community development director may reduce the required number of parking stalls up to twenty-five percent when a parking-traffic study prepared by a traffic engineer demonstrates:*

*a. Alternative modes of transportation, including transit, bicycles, and walking, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and further that the transportation demand management program promotes or achieves parking utilization lower than minimum city parking requirements.*

*b. Transportation demand management (TDM) program has been developed for approval by, and is approved by the city engineer. The plan will contain strategies for reducing vehicle use and parking demand generated by the development and will be measured annually. If, at the annual assessment, the city determines the plan is not successful, the plan may be revised. If the city determines that no good-faith effort has been made to implement the plan, the city may take enforcement actions.*

*4. The minimum required number of stalls may be reduced by up to 10% when the subject property is adjacent to an existing or planned fixed public transit route or within 1,000 feet of an existing or planned transit stop.*

**Finding: Not Applicable.** The applicant has not proposed to utilize any of the parking reductions within this section.

#### *17.52.030 - Standards for automobile parking.*

*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 as proposed.** Ingress and egress locations on public thoroughfares are existing and have no known conflict with interests of public traffic safety. Parking spaces are served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way. No driveway with a slope of greater than fifteen percent has been proposed.

*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 stormwater and low impact development design standards are encouraged.*

**Finding: Complies as proposed.** The applicant has proposed off-street parking spaces and access aisles with paved surfaces.

*C. Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city public works stormwater and grading design standards.*

**Finding:** Please refer to the analysis in Chapter 13.12 of this report.

*D. Dimensional Standards.*

*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 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/plan. Any applicant may propose an alternative parking plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. In such situations, the community development director may approve an alternative parking lot plan with variations to parking dimensions of this section. The alternative shall be consistent with the intent of this chapter and shall create a safe space for automobiles and pedestrians while providing landscaping to the quantity and quality found within parking lot landscaping requirements.*

PARKING

STANDARD

PARKING ANGLE SPACE DIMENSIONS

A Parking Angle		B Stall Width	C Stall to Curb	D Aisle Width	E Curb Length	F Overhang
0 degrees		8.5	9.0	12	20	0
30 degrees	Standard Compact	9' 8'	17.3' 14.9'	11' 11'	18' 16'	
45 degrees	Standard Compact	8.5 8.5	19.8' 17.0'	13' 13'	12.7' 11.3'	1.4
60 degrees	Standard Compact	9' 8'	21' 17.9'	18' 16'	10.4' 9.2'	1.7
90 degrees	Standard Compact	9' 8'	19.0' 16.0'	24' 22'	9' 8'	1.5

**Finding: Not Applicable.** The applicant has not proposed any new parking, therefore, these standards are not applicable.

*E. Carpool and Vanpool Parking. New developments with seventy-five or more parking spaces, and new hospitals, government offices, group homes, 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 ADA accessible parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

**Finding: Not Applicable.** The applicant has not proposed a new development with more than seventy-five parking spaces, or a new development with any of the uses within this section, therefore, these standards are not applicable.

#### 17.52.040 - Bicycle parking standards.

**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: Applicable.** The applicant has proposed a new building, therefore, compliance with bicycle parking standards is required.

**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. Modifications to bicycle parking requirements may be made through the site plan and design, conditional use, or master plan review process.

TABLE A Required Bicycle Parking Spaces\*

Where two options for a requirement are provided, the option resulting in more bicycle parking applies. Where a calculation results in a fraction, the result is rounded up to the nearest whole number.

\* Covered bicycle parking is not required for developments with two or fewer stalls.

Required Bicycle Parking Spaces\*

USE	MINIMUM VEHICLE PARKING	MINIMUM BICYCLE PARKING	MINIMUM BICYCLE PARKING - COVERED
Retail	87 Stalls	1 per 20 Auto Spaces (4 Required)	50% (min. of 1) 2 Required
Office	21 Stalls	1 per 20 auto spaces (min. of 2) (2 Required)	50% (min. of 2) (2 Required)
Onsite Industrial uses (Retail stores handling exclusively bulky merchandise)	22 Stalls	1 per 40 auto parking stall (1 Required)	0%

\* Covered bicycle parking is not required for developments with two or fewer stalls.

**Finding: Complies with Condition.** The subject site includes industrial uses, such as manufacturing, warehousing, and outdoor storage. These uses are not listed within Table A, however, the Community Development Director has determined that the bicycle parking requirements for retail stores handling exclusively bulky merchandise such as automobile, boat, or trailer sales or rental are the most similar to the various industrial uses onsite, therefore this bicycle parking requirement is being used for the outdoor storage area, the Wilco warehouse, and the manufacturing area of the proposed cabinet shop. In total, 7 bicycle parking stalls are required. The applicant's narrative identified that the site is already developed with eight bicycle parking stalls, and no additional bicycle parking stalls have been proposed. However, the bicycle parking is located near the Wilco Retail store and would not serve the proposed building in the eastern portion of the property, therefore, prior to issuance of a building permit associated with the proposed development, the applicant shall provide a revised site plan which

includes a minimum of one additional or relocated bicycle parking stall located to serve the proposed cabinet manufacturing building. **Staff has determined that it is possible likely and reasonable that the applicant can comply with this standard through the Conditions of Approval.**

*C. Security of Bicycle Parking. Bicycle parking facilities shall be secured. Acceptable secured bicycle parking area shall be in the form of a lockable enclosure onsite, secure room in a building onsite, a covered or uncovered rack onsite, bicycle parking within the adjacent right-of-way or another form of secure parking where the bicycle can be stored, as approved by the decision maker. 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 inconvenience and, when in the right-of-way shall comply with clearance and ADA requirements.*

**Finding: Complies with Condition.** Though the applicant has not proposed additional bicycle parking, as conditioned within this report, a minimum of one additional or relocated bicycle parking stall is required to serve the new building. New bicycle parking facilities shall be secured in accordance with OCMC 17.52.040.C. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure 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 inconvenience.*

**Finding:** Please refer to the analysis in 17.52.040.C.

*Location of Bicycle Parking:*

*1. Bicycle parking shall be located on-site, in one or more convenient, secure and accessible location. The city engineer and the community development Director may permit the bicycle parking to be provided within the right-of-way provided adequate clear zone and ADA requirements are met. If sites have more than one building, bicycle parking shall be distributed as appropriate to serve all buildings. If a building has two or more main building entrances, the review authority may require bicycle parking to be distributed to serve all main building entrances, as it deems appropriate.*

*2. Bicycle parking areas shall be clearly marked or visible from on-site buildings or the street. If a bicycle parking area is not plainly visible from the street or main building entrance, a sign must be posted indicating the location of the bicycle parking area. Indoor bicycle parking areas shall not require stairs to access the space unless approved by the community development director.*

*3. All bicycle parking areas shall be located to avoid conflicts with pedestrian and motor vehicle movement.*

*a. Bicycle parking areas shall be separated from motor vehicle parking and maneuvering areas and from arterial streets by a barrier or a minimum of five feet.*

*b. Bicycle parking areas shall not obstruct pedestrian walkways; provided, however, that the review authority may allow bicycle parking in the right-of-way where this does not conflict with pedestrian accessibility.*

**17.52.040.D.4. Accessibility.**

*a. Outdoor bicycle areas shall be connected to main building entrances by pedestrian accessible walkways.*

**17.52.040.D.4.b.** *Outdoor bicycle parking areas shall have direct access to a right-of-way.*

**17.52.040.D.4.c.** *Outdoor bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or fifty feet, whichever is less, unless otherwise determined by the community development director, city engineer, or planning commission.*

**Finding: Complies with Condition.** Though the site is already developed with enough bicycle parking, the existing bicycle parking only serves the Wilco retail store. Prior to issuance of a building permit

associated with the proposed development, the applicant shall submit a revised site plan which includes a minimum of one additional or relocated bicycle parking stall located to serve the proposed cabinet manufacturing building in accordance with bicycle parking location requirements in OCMC 17.52.060.D. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

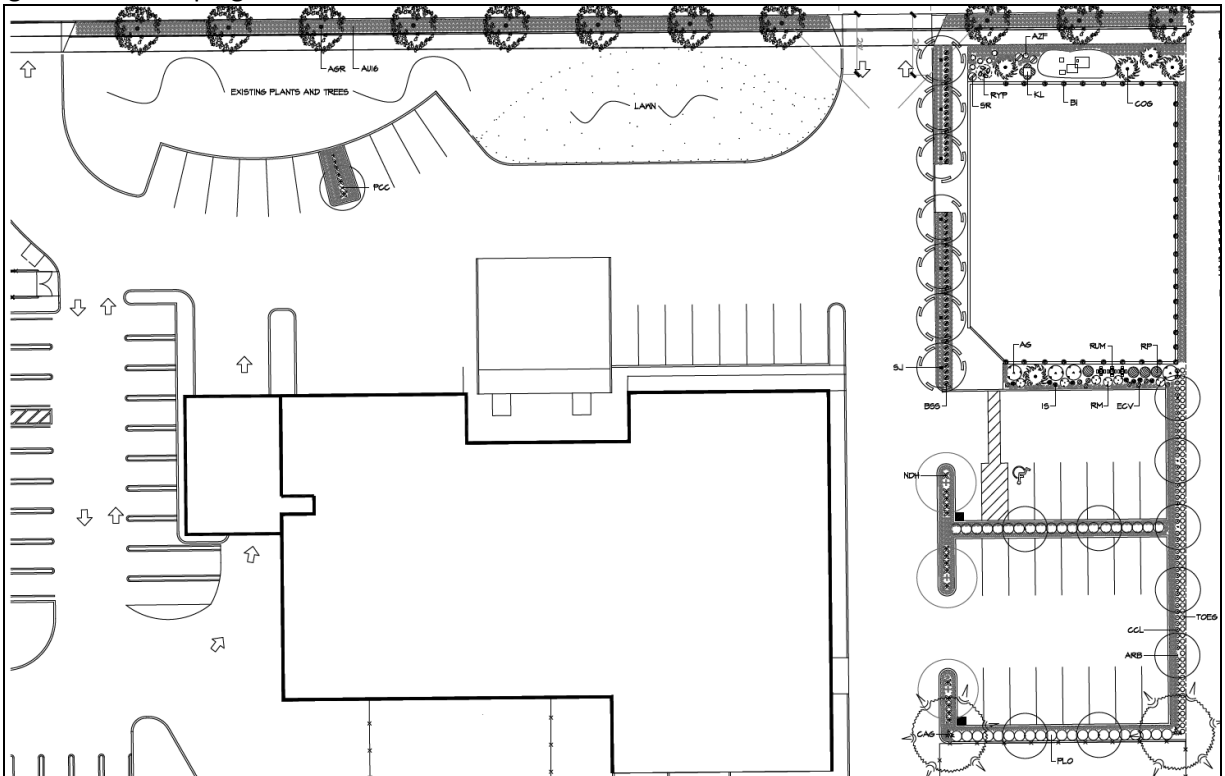
*17.52.060 - Parking lot landscaping.*

*A. Development Standards.*

*1. The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.*

**Finding: Complies as Proposed.** The existing and proposed landscaping is located in defined landscaped areas that are distributed throughout the parking lot.

Figure 6: Landscaping Plan



*2. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.*

**Finding: Complies as Proposed.** All areas in the parking lot not used for parking, maneuvering or circulation are proposed to be landscaped.

*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 landscape plan includes a mix of existing and proposed deciduous and coniferous trees dispersed throughout the parking lot.

*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 tree plan identifies both 2-inch caliper trees as well as 6-foot minimum height trees and planted in accordance with American Nurseryman Standards. Prior to issuance of a permit associated with the proposed development the applicant shall submit a revised landscaping plan identifying that all 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. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*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 as Proposed.** The applicant submitted an irrigation plan for the landscaped areas identifying all landscaped areas will be served by an irrigation system.

*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.** No nuisance plants were proposed within the parking lot landscaping. The plan submitted by the applicant was prepared by a landscape architect to assure appropriate species.

*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's landscaping plan does not include landscaping that would obstruct lines of sight or impede safe traffic operation.

*8. Landscaping shall incorporate design standards in accordance with [Chapter 13.12](#), Stormwater Management.*

**Finding:** Please refer to the analysis in Chapter 13.12 of this report.

*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.*

**Finding: Applicable.** Though the applicant has not proposed any new parking lots, the applicant has proposed additional landscaping in existing perimeter parking lot landscaping area south of the proposed cabinet shop building between the parking lot and the eastern property line.

*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;*

**Finding: Complies as Proposed.** The applicant has not proposed any changes to the entryway trees. The perimeter parking lot landscaping between the eastern property line and the parking lot south of the proposed building includes trees located less than 35 feet apart.

*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*

**Finding: Complies with Condition.** The landscaping plan includes ground cover spaced 16 inches on center. The landscaping plan identifies that no ground bark mulch will be allowed except under the canopy of shrubs and within two feet of the base of trees, however, the plan did not identify that ground cover will cover one hundred percent of the exposed ground within three years. Prior to issuance of a building permit, the applicant shall submit a revised landscaping plan which identifies that all within the new perimeter parking lot area, ground cover will cover one hundred percent of the exposed ground within three years. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*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 as Proposed.** The applicant has proposed shrubs spaced approximately two feet apart within the perimeter parking lot landscaping between the eastern property line and the parking lot south of the proposed building.

*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:*

**Finding: Complies as Proposed.** The applicant has proposed parking area/building buffer landscaping between the existing parking areas and the proposed building that is a minimum of five feet in width.

*a. Trees spaced a maximum of thirty-five feet apart;*

**Finding: Complies with Condition.** The parking area/building buffer west of the building includes trees spaced less than 35 feet apart. The parking area/building buffer area south of the building includes trees, though the spacing exceeds 35 feet. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a revised landscaping plan which includes trees spaced no more than 35 feet part in the parking area/building buffer landscaping are south of the proposed building. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*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*

**Finding: Complies with Condition.** The landscaping plan includes ground cover spaced sixteen inches on center. The landscaping plan identifies that no bark mulch will be allowed except under the canopy of shrubs and within two feet of the base of trees, however, the landscaping plan does not identify that ground cover will cover one hundred percent of the exposed ground within three years. Prior to issuance of a building permit, the applicant shall submit a revised landscaping plan which identifies that within the new parking area/building buffer landscaping area, ground cover will cover one hundred percent of the exposed ground within three years. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or*

**Finding: Complies as Proposed.** The applicant has proposed shrubs spaced no more than four feet apart on average within the parking area/building buffer landscaping area.

*2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.*

**Finding: Not Applicable.** The applicant proposed adequate parking area/building buffer landscaping where applicable in accordance with option one.

*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:*

**Finding: Complies as Proposed.** The interior gross area of the parking lot is approximately 106,550 square feet, and the parking lot includes approximately 21,045 square feet of interior parking lot landscaping resulting in approximately 20% of interior parking lot landscaping within the parking lot ( $21,045/106,550=0.1975$ ). In the General Commercial zone, interior parking lot landscaping can be counted towards the overall site landscaping, however, in the General Industrial zoning district interior parking lot landscaping may not be counted towards overall site landscaping.

*a. A minimum of one tree per six parking spaces.*

**Finding: Complies as Proposed.** The applicant has proposed a total of 161 parking stalls requiring 27 trees within the interior parking lot landscaping. A total of 33 trees are existing and proposed within the interior parking lot landscaping areas.

*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.*

**Finding: Complies with Condition.** The applicant has proposed a new interior parking lot landscaping area south of the proposed building and to the west of the proposed building. The interior parking lot landscaping south of the proposed building includes ground cover spaced no more than sixteen inches on center and the plan identifies that no bark mulch shall be allowed except under the canopy of trees, however, the landscaping plan does not identify that one hundred percent of the exposed ground within three years. The proposed interior parking lot landscaping to the west of the building does not include ground cover spaced a maximum of 16 inches on center. Prior to issuance of a permit associated with the proposed development, the applicant shall submit a revised landscaping plan which includes ground cover spaced no more than sixteen inches on center in the new landscaping area to the west of the proposed building, and identifying that landscaping will cover one hundred percent of the exposed ground within three years. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*c. Shrubs spaced no more than four feet apart on average.*

**Finding: Complies with Condition.** The landscaping plan includes shrubs spaced no more than four feet apart in the landscaping planters south of the building, however, the new interior parking lot landscaping west of the building does not include any shrubs. Prior to issuance of a building permit associated with

the proposed development, the applicant shall submit a revised landscaping plan which includes shrubs spaced no more than four feet apart in the new landscaping area to the west of the building. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*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.*

**Finding: Complies as Proposed.** The applicant has not proposed more than eight new parking stalls without a landscaping planter between them.

*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: Not Applicable.** The applicant has not proposed pedestrian walkways within the parking area.

#### *E. Installation.*

*1. All landscaping shall be installed according to accepted planting procedures, according to American Nurseryman Standards.*

*2. The site, soils and proposed irrigation systems shall be appropriate for the healthy and long-term maintenance of the proposed plant species.*

*3. Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the city, such as the posting of a surety.*

**Finding: Complies as Proposed.** The applicant's narrative identified compliance with this standard.

#### *17.52.070 - Alternative landscaping plan.*

*Any applicant may propose an alternative landscaping plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. Alternative plans may include the use of low impact development techniques and minimized landscaping requirements. In such situations, the community development director may approve variations to the landscaping standards of [section 17.52.060](#).*

*A. General Review Standard. The alternative shall be meet or exceed the intent of this chapter and shall create a safe space for automobiles and pedestrians. The alternative landscaping plan shall be prepared by a licensed landscape architect.*

*B. Credit for Pervious/Low Impact Development. The community development director may count up to fifty percent of the square footage of any pervious hardscaped landscape material within a parking lot that is designed and approved pursuant to the city's adopted stormwater and low impact development design standards toward minimum landscaping requirements for the site. (This includes porous pavement detention, open celled block pavers, porous asphalt, porous concrete pavement, porous turf, porous gravel, etc).*

**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's narrative identified compliance with this standard.

#### *17.52.090 - Loading areas.*

##### *B. Applicability.*

*1. Section 17.52.090 applies to uses that are expected to have service or delivery truck visits with a forty-foot or longer wheelbase, at a frequency of one or more vehicles per week. The city engineer and decision maker shall determine through site plan and design review the number, size, and location of required loading areas, if any.*

**Finding: Not applicable.** The city engineer has not required a loading area.

##### *C. Standards.*

*1. The off-street loading space shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. Applicants are advised to provide complete and accurate information about the potential need for loading spaces because the city engineer or decision maker may restrict the use of other public right-of-way to ensure efficient loading areas and reduce interference with other uses.*

**Finding: Complies as proposed.** The proposed building will have an overhead door. All materials for the cabinet shop will be unloaded inside the building.

*2. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.*

**Finding: Complies as proposed.** Loading areas are not located between the building and the street.

*3. The city engineer and decision maker, through site plan and design review, may approve a loading area adjacent to or within a street right-of-way when all of the following loading and unloading operations conditions are met:*

- a. Short in duration (i.e., less than one hour);*
- b. Infrequent (less than three operations daily between 5:00 a.m. and 12:00 a.m. or all operations between 12:00 a.m. and 5:00 a.m. at a location that is not adjacent to a residential zone);*
- c. Does not obstruct traffic during peak traffic hours;*
- d. Does not interfere with emergency response services; and*
- e. Is acceptable to the applicable roadway authority.*

**Finding: Not applicable.** The applicant did not propose a loading area within or adjacent to the right-of-way.

## **CHAPTER 12.04 - STREETS SIDEWALKS AND PUBLIC PLACES**

### ***12.04.003 - Applicability.***

*A. Compliance with this chapter is required for all land divisions, site plan and design review, master plan, detailed development plan and conditional use applications and all public improvements.*

*B. Compliance with this chapter is also required for new construction or additions which exceed fifty percent of the existing square footage, of all single and two-family dwellings. All applicable single and two-family dwellings shall provide any necessary dedications, easements or agreements as identified in the transportation system plan and this chapter. In addition, the frontage of the site shall comply with the following prioritized standards identified in this chapter:*

1. Improve street pavement, construct curbs, gutters, sidewalks and planter strips; and
2. Plant street trees.

*The cost of compliance with the standards identified in 12.04.003.B.1 and 12.04.003.B.2 is limited to ten percent of the total construction costs. The value of the alterations and improvements as determined by the community development director is based on the entire project and not individual building permits. It is the responsibility of the applicant to submit to the community development director the value of the required improvements. Additional costs may be required to comply with other applicable requirements associated with the proposal such as access or landscaping requirements.*

**Finding: Applicable.** The development is required to undergo Site Plan and Design Review, therefore, Chapter 12.04 is applicable.

**12.04.005 - Jurisdiction and management of the public rights-of-way.**

*A. The city has jurisdiction and exercises regulatory management over all public rights-of-way within the city under authority of the City Charter and state law by issuing separate public works right-of-way permits or permits as part of issued public infrastructure construction plans. No work in the public right-of-way shall be done without the proper permit. Some public rights-of-way within the city are regulated by the State of Oregon Department of Transportation (ODOT) or Clackamas County and as such, any work in these streets shall conform to their respective permitting requirements.*

*B. Public rights-of-way include, but are not limited to, streets, roads, highways, bridges, alleys, sidewalks, trails, paths, public easements and all other public ways or areas, including the subsurface under and air space over these areas.*

*C. The city has jurisdiction and exercises regulatory management over each public right-of-way whether the city has a fee, easement, or other legal interest in the right-of-way. The city has jurisdiction and regulatory management of each right-of-way whether the legal interest in the right-of-way was obtained by grant, dedication, prescription, reservation, condemnation, annexation, foreclosure or other means.*

*D. No person may occupy or encroach on a public right-of-way without the permission of the city. The city grants permission to use rights-of-way by franchises, licenses and permits.*

*E. The exercise of jurisdiction and regulatory management of a public right-of-way by the city is not official acceptance of the right-of-way, and does not obligate the city to maintain or repair any part of the right-of-way.*

**Finding: Complies as Proposed.** By submission of the their application, the applicant has acknowledged the City's jurisdiction and management of the public right-of-way.

**12.04.007 - Modifications.**

*The review body may consider modification of this standard resulting from constitutional limitations restricting the city's ability to require the dedication of property or for any other reason, based upon the criteria listed below and other criteria identified in the standard to be modified. All modifications shall be processed through a Type II Land Use application and may require additional evidence from a transportation engineer or others to verify compliance. Compliance with the following criteria is required:*

*A. The modification meets the intent of the standard;*

*B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;*

*C. The modification is consistent with an adopted plan; and*

*D. The modification is complementary with a surrounding street design; or, in the alternative;*

*E. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that complies with the state or federal constitution. The city shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.*

**Finding: Not applicable.** The applicant has not requested a modification to city required street improvements.

**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:** Please refer to the findings in Section 12.040.180.B of this report.

**12.04.020 - Construction specifications—Unimproved streets.**

*Sidewalks constructed on unimproved streets shall be constructed of concrete according to lines and grades established by the city engineer and approved by the city commission. On unimproved streets curbs do not have to be constructed at the same time as the sidewalk.*

**Finding: Not Applicable.** The applicant has not proposed to construct any infrastructure within an unimproved street.

**12.04.025 - Street design—Driveway curb cuts.**

*A. One driveway shall be allowed per frontage. In no case shall more than two driveways be allowed on any single or two-family residential property with multiple frontages.*

*B. With the exception of the limitations identified in 12.04.025.C, all driveway curb cuts shall be limited to the following dimensions.*

<i>Property Use</i>	<i>Minimum Driveway Width at sidewalk or property line</i>	<i>Maximum Driveway Width at sidewalk or property line</i>
<i>Single or two-family dwelling with one car garage/parking space</i>	<i>10 feet</i>	<i>12 feet</i>
<i>Single or two-family dwelling with two car garage/parking space</i>	<i>12 feet</i>	<i>24 feet</i>
<i>Single or two-family dwelling with three or more car garages/parking space</i>	<i>18 feet</i>	<i>30 feet</i>
<i>Nonresidential or multi-family residential driveway access</i>	<i>15 feet</i>	<i>40 feet</i>

*The driveway width abutting the street pavement may be extended three feet on either side of the driveway to accommodate turn movements. Driveways may be widened onsite in locations other than where the driveway meets sidewalk or property line (for example between the property line and the entrance to a garage).*

*Figure 12.04.025: Example Driveway Curb Cut*

**Finding: Not Applicable.** No new driveway curb cuts are required or proposed. Adjustments to existing driveway curb cut sizes are not required.



*C. The decision maker shall be authorized through a Type II process, unless another procedure applicable to the proposal applies, to minimize the number and size of curb cuts (including driveways) as far as practicable for any of the following purposes:*

- 1. To provide adequate space for on-street parking;*
- 2. To facilitate street tree planting requirements;*
- 3. To assure pedestrian and vehicular safety by limiting vehicular access points; and*
- 4. To assure that adequate sight distance requirements are met.*

*a. Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements.*

*b. Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development for detached housing within the "R-5" Single-Family Dwelling District or "R-3.5" Dwelling District, driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk or property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements.*

**Finding: Not Applicable.** No new driveway curb cuts are required or proposed. Adjustments to existing driveway curb cut sizes are not required.

*D. For all driveways, the following standards apply.*

*1. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet and preferably twenty feet back into the lot as measured from the current edge of street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the city engineer.*

*2. Driving vehicles, trailers, boats, or other wheeled objects across a sidewalk or roadside planter strip at a location other than an approved permanent or city-approved temporary driveway approach is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.*

*3. Placing soil, gravel, wood, or other material in the gutter or space next to the curb of a public street with the intention of using it as a permanent or temporary driveway is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.*

*4. Any driveway built within public street or alley right-of-way shall be built and permitted per city requirements as approved by the city engineer.*

**Finding: Complies with Condition.** The applicant shall reconstruct the existing driveway serving the new development to meet current city design standards and ADA requirements. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*E. Exceptions. The public works director reserves the right to waive this standard, if it is determined through a Type II decision including written findings that it is in the best interest of the public to do so.*

**Finding: Not Applicable.** The public works director has not waived any driveway standards in association with this development.

#### **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: Not Applicable.** This is not a criterion for this development. All owners of land abutting a street where a sidewalk has been constructed is responsible for maintaining the sidewalk and curb in good repair. The applicant proposes to reconstruct sidewalk along the development property frontage along Fir Street.

**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 is not proposing construction of a retaining wall adjacent to a public street.

**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 is not proposing construction of a retaining wall adjacent to a public street.

**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: Not Applicable.** The application will not require a permit for excavations beyond what is permitted through Public Works construction plan review.

#### 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 application will not require a permit for excavations beyond what is permitted through Public Works construction plan review.

#### 12.04.095 - Street Design—Curb Cuts.

*To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, such as a cul-de-sac or dead-end street, the decision maker shall be authorized to minimize the number and size of curb cuts (including driveways) as far as practicable where any of the following conditions are necessary:*

- A. To provide adequate space for on-street parking;*
- B. To facilitate street tree planting requirements;*
- C. To assure pedestrian and vehicular safety by limiting vehicular access points; and*
- D. To assure that adequate sight distance requirements are met.*

*Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development, single residential driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk and property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements. Shared residential driveways shall be limited to twenty-four feet in width adjacent to the sidewalk and property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements. Non-residential development driveway curb cuts in these situations shall be limited to the minimum required widths based on vehicle turning radii based on a professional engineer's design submittal and as approved by the decision maker.*

**Finding: Not Applicable.** The decision maker has not exercised the authority to minimize the number and size of curb cuts beyond what has been proposed by the applicant.

#### 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: Complies with Condition.** The applicant has proposed work in the public right-of-way that will require pavement restoration. All pavement cuts and restoration shall be performed in accordance with the City of Oregon City Pavement Cut Standards. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval**

#### 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 with Condition.** The development shall comply with all current Oregon City Public Works design standards, specifications, codes, and policies. The applicant shall provide construction

plans, stamped and signed by a professional engineer licensed in the State of Oregon, containing all public improvements in conformance with all current Oregon City Public Works standards, specifications, codes, and policies for review and approval by Oregon City. The applicant shall schedule a pre-design meeting with Public Works Development Services staff prior to initial submittal of construction plans. The development's contractor(s) and engineer(s) shall attend a pre-construction meeting with Oregon City staff prior to beginning construction work associated with the project. The applicant shall provide a Maintenance Guarantee in the amount of fifteen percent of the cost to construct all public improvements as shown in a city approved construction plan submitted by the applicant's engineer. The estimated costs shall be supported by a verified engineering estimate approved by the City Engineer. The guarantee shall be in a form identified in Code 17.50.140.A of the Oregon City Municipal Code. The guarantee shall remain in effect for two years from the establishment of the guarantee and until accepted by the City.

**Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

**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, overlay districts, 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. 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. Notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. Access control in accordance with [Chapter] 12.04 shall be required to preserve the objectives of street extensions.*

**Finding: Not Applicable.** No new streets have been proposed or required as part of this development.

**12.04.180 - Street design.**

*All development regulated by this chapter shall provide street improvements in compliance with the standards in Figure 12.04.180 depending on the street classification set forth in the Transportation System Plan and the Comprehensive Plan designation of the adjacent property, unless an alternative plan has been adopted. The standards provided below are maximum design standards and may be reduced with an alternative street design which may be approved based on the modification criteria in [Section] 12.04.007. The steps for reducing the maximum design below are found in the Transportation System Plan.*

**Table 12.04.180 Street Design**

*To read the table below, select the road classification as identified in the Transportation System Plan and the Comprehensive Plan designation of the adjacent properties to find the maximum design standards for the road cross section. If the Comprehensive Plan designation on either side of the street differs, the wider right-of-way standard shall apply.*

Road	Comprehen	Righ	Paveme	Publi	Sidew	Landsca	Bik	Street	Trav	Medi
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<i>Classification</i>	<i>Designative Plan Designation</i>	<i>Right-of-Way Width</i>	<i>Pavement Width</i>	<i>Public Access</i>	<i>Sidewalk</i>	<i>Landscape Strip</i>	<i>Bike Lane</i>	<i>Street Parking</i>	<i>Travel Lanes</i>	<i>Median</i>
<i>Collector</i>	<i>Mixed Use, Commercial or Public/Quasi Public</i>	<i>86 ft.</i>	<i>64 ft.</i>	<i>0.5 ft.</i>	<i>10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells</i>		<i>6 ft.</i>	<i>8 ft.</i>	<i>(3) 12 ft. Lanes</i>	<i>N/A</i>
	<i>Residential</i>	<i>85 ft.</i>	<i>59 ft.</i>	<i>0.5 ft.</i>	<i>5 ft.</i>	<i>7.5 ft.</i>	<i>6 ft.</i>	<i>7 ft.</i>	<i>(3) 11 ft. Lanes</i>	<i>N/A</i>

<i>Road Classification</i>	<i>Designative Plan Designation</i>	<i>Right-of-Way Width</i>	<i>Pavement Width</i>	<i>Public Access</i>	<i>Sidewalk</i>	<i>Landscape Strip</i>	<i>Bike Lane</i>	<i>Street Parking</i>	<i>Travel Lanes</i>	<i>Median</i>
<i>Local</i>	<i>Mixed Use, Commercial or Public/Quasi Public</i>	<i>62 ft.</i>	<i>40 ft.</i>	<i>0.5 ft.</i>	<i>10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells</i>		<i>N/A</i>	<i>8 ft.</i>	<i>(2) 12 ft. Lanes</i>	<i>N/A</i>
	<i>Residential</i>	<i>54 ft.</i>	<i>32 ft.</i>	<i>0.5 ft.</i>	<i>5 ft.</i>	<i>5.5 ft.</i>	<i>(2) 16 ft. Shared Space</i>			<i>N/A</i>

- 1. Pavement width includes, bike lane, street parking, travel lanes and median.*
- 2. Public access, sidewalks, landscape strips, bike lanes and on-street parking are required on both sides of the street in all designations. The right-of-way width and pavement widths identified above include the total street section.*
- 3. A 0.5 foot curb is included in landscape strip or sidewalk width.*
- 4. Travel lanes may be through lanes or turn lanes.*
- 5. The 0.5 foot public access provides access to adjacent public improvements.*
- 6. Alleys shall have a minimum right-of-way width of twenty feet and a minimum pavement width of sixteen feet. If alleys are provided, garage access shall be provided from the alley.*

**Finding: Complies as Proposed.** The applicant has proposed 7-foot-wide right-of-way dedication along the frontage of Fir Street. The applicant has proposed to construct, along the Fir Street frontage of the property, a 5-foot-wide sidewalk, 5-foot-wide planter strip, 0.5' curb and pavement widening to achieve 16-feet of pavement from the centerline of the Fir Street.

#### **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)."

D. 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: Not Applicable.** No dead-end streets or half-streets are proposed or required.

#### **12.04.190 - Street design—Alignment.**

The centerline of streets shall be:

A. Aligned with existing streets by continuation of the centerlines; or

B. Offset from the centerline by no more than five (5) 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.** No new streets are proposed or required, therefore, this standard is not applicable.

#### **12.04.194 - Traffic sight obstructions.**

All new streets shall comply with the Traffic Sight Obstructions in [Chapter 10.32](#).

**Finding: Not Applicable.** No new streets are proposed or required, therefore, this standard is not applicable.

#### **12.04.195 - Spacing standards.**

A. All new streets shall be designed as local streets unless otherwise designated as arterials and collectors in Figure 8 in the transportation system plan. The maximum block spacing between streets is five hundred thirty feet and the minimum block spacing between streets is one hundred fifty feet as measured between the right-of-way centerlines. If the maximum block size is exceeded, pedestrian accessways must be provided every three hundred thirty feet. The spacing standards within this section do not apply to alleys.

B. All new development and redevelopment shall meet the minimum driveway spacing standards identified in Table 12.04.195.B.

Table 12.04.195.B Minimum Driveway Spacing Standards

Street Functional Classification	Minimum Driveway Spacing Standards	Distance
Major Streets Arterial	Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings	175 ft.
Minor Streets Arterial	Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings	175 ft.

<i>Collector Streets</i>	<i>Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings</i>	<i>100 ft.</i>
<i>Local Streets</i>	<i>Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings</i>	<i>25 ft.</i>

*The distance from a street corner to a driveway is measured along the right-of-way from the edge of the intersection right-of-way to the nearest portion of the driveway and the distance between driveways is measured at the nearest portions of the driveway at the right-of-way.*

**Finding: Not Applicable.** No new streets are proposed or required, therefore, this standard is not applicable.

#### **12.04.199** - Pedestrian and bicycle accessways.

**Finding: Not applicable.** No pedestrian and bicycle accessways are proposed or required. The TSP has no pedestrian or bicycle accessways going through the development property.

#### **12.04.205** - Mobility standards.

*Development shall demonstrate compliance with intersection mobility standards. When evaluating the performance of the transportation system, the City of Oregon City requires all intersections, except for the facilities identified in subsection D below, to be maintained at or below the following mobility standards during the two-hour peak operating conditions. The first hour has the highest weekday traffic volumes and the second hour is the next highest hour before or after the first hour. Except as provided otherwise below, this may require the installation of mobility improvements as set forth in the transportation system plan or as otherwise identified by the city transportation engineer.*

*A. For intersections within the regional center, the following mobility standards apply:*

*1. During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*

*2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*

*3. Intersections located on the Regional Center boundary shall be considered within the Regional Center.*

*B. For intersections outside of the Regional Center but designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:*

*1. During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*

*2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*

*C. For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:*

*1. For signalized intersections:*



a. During the first hour, 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.

b. During the second hour, 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.

2. For unsignalized intersections outside of the boundaries of the Regional Center:

a. For unsignalized intersections, during the peak hour, all movements serving more than twenty vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than twenty vehicles during the peak hour.

D. Until the city adopts new performance measures that identify alternative mobility targets, the city shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:

I-205/OR 99E Interchange

I-205/OR 213 Interchange

OR 213/Beavercreek Road

State intersections located within or on the Regional Center Boundaries

1. In the case of conceptual development approval for a master plan that impacts the above references intersections:

a. The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and

b. Only those trips approved by a detailed development plan review are vested.

2. Development which does not comply with the mobility standards for the intersections identified in [Section] 12.04.205.D shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.

**Finding: Complies as Proposed.** The applicant submitted a traffic analysis letter, dated March 8, 2019, prepared by William Farley, P.E., of Lancaster Engineering. The TAL concluded that the development was calculated to produce four AM peak hour trips and four PM peak hour trips, and 26 weekday trips. The TAL was reviewed by the City's Traffic Engineering Consultant, John Replinger, P.E., of Replinger and Associates, who confirmed that the TAL meets city requirements, and found no need for mitigation measures to address transportation impacts associated with the applicant's proposal.

#### **12.04.210 - Street design—Intersection angles.**

Except where topography requires a lesser angle, streets shall be laid out to intersect at angles as near as possible to right angles. In no case shall the acute angles be less than eighty degrees unless there is a special intersection design. An arterial or collector street intersecting with another street shall have at least one hundred feet of tangent adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least fifty feet of tangent adjacent to the intersection unless topography requires a lesser distance. All street intersections shall be provided with a minimum curb return radius of twenty-five feet for local streets. Larger radii shall be required for higher street classifications as determined by the city engineer. Additional right-of-way shall be required to accommodate curb returns and sidewalks at intersections. Ordinarily, intersections should not have more than two streets at any one point.

**Finding: Not Applicable.** No new intersections are proposed or required.

**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.** No off-site street improvements are required.

**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 may be required to preserve the objectives of half streets.*

*When the remainder of an existing half-street improvement is made it shall include the following items: dedication of required right-of-way, construction of the remaining portion of the street including pavement, curb and gutter, landscape strip, sidewalk, street trees, lighting and other improvements as required for that particular street. It shall also include at a minimum the pavement replacement to the centerline of the street. Any damage to the existing street shall be repaired in accordance with the city's "Moratorium Pavement Cut Standard" or as approved by the city engineer.*

**Finding: Not Applicable.** No half street is required or proposed.

**12.04.225 - Street design—Cul-de-sacs and dead-end streets.**

*The city discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some significant physical constraint such as geologic hazards, wetland, natural or historic resource areas, dedicated open space, existing development patterns, arterial access restrictions or similar situation as determined by the community development director. When permitted, access from new cul-de-sacs and permanent dead-end streets shall be limited to a maximum of twenty-five dwelling units and a maximum street length of two hundred feet, as measured from the right-of-way line of the nearest intersecting street to the back of the cul-de-sac curb face. In addition, cul-de-sacs and dead end roads shall include pedestrian/bicycle accessways as required in this chapter. This section is not intended to preclude the use of curvilinear eyebrow widening of a street where needed.*

*Where approved, cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with fire district and city adopted street standards. Permanent dead-end streets other than cul-de-sacs shall provide public street right-of-way/easements sufficient to provide turn-around space with appropriate no-parking signs or markings for waste disposal, sweepers, and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker. Driveways shall be encouraged off the turnaround to provide for additional on-street parking space.*

**Finding: Not Applicable.** No cul-de-sacs and dead-end streets are required or proposed.

**12.04.230 - Street design—Street names.**

*Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names shall conform to the established standards in the city and shall be subject to the approval of the city.*

**Finding: Not Applicable.** No new streets are required or proposed.

**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.** No new streets are required or proposed.

**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: Not Applicable.** The development is not adjacent to residential property.

**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: Not Applicable.** Curb extensions are not proposed or required at this time.

**12.04.255** - *Street design—Alleys.*

*Public alleys shall be provided in the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private 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 development is not in a district zoned as R-5, R-3.5, R-2, MUC-1, MUC-2 or NC.

**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 transit agencies where the application impacts transit streets as identified in [Section] 17.04.1310. Pedestrian/bicycle access ways shall be provided as necessary in Chapter 12.04 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 development fronts existing streets which provide adequate pedestrian/bicycle access ways to minimize the travel distance to transit streets and stops and neighborhood activity centers.

**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 ten 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: Complies as Proposed.** The applicant has proposed a 5-foot-wide planter strip and curb along the frontage of Fir Street.

#### **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 "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city in accordance with this ordinance, 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:** Workmanship and materials for any work performed under permits issued by the city shall comply with the latest 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. **Staff 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<sup>[2]</sup>**

#### **12.08.015 - 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 curb-tight sidewalk, then all street trees shall be placed within the front yard setback, exclusive of any utility easement.*

**Finding: Complies as Proposed.** The subject site is already developed with street trees along its Molalla frontage as well as the Wilco retail store's property's Molalla Avenue and Fir Street frontage. The Fir Street frontage of Tax Lot 1500 does not have street trees. The total length of the Fir Street frontage of Tax Lot 1500 is approximately 415. The applicant has submitted a street tree plan which includes street

trees along the Fir Street frontage of the property where there currently are none. The applicant has proposed Paperbark Maples which are on the City's approved street tree list.

*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 as Proposed.** The property's Fir Street frontage is approximately 418 feet, requiring 11 street trees ( $418/35 = 11.85$ ). The applicant has proposed eleven street trees, which are evenly distributed along the Fir Street frontage of Tax Lot 1500.

*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.** A street tree plan was submitted with the preliminary locations of street trees, but did not include the final locations of street lights or fire hydrants. Prior to issuance of a permit associated with the proposed development the applicant shall submit a revised street tree plan which identifies the locations of streetlights and fire hydrants and demonstrates compliance with spacing requirements in OCMC 12.08.015.B. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*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 applicant submitted a street tree plan, which identified that all proposed street trees will be a minimum of two inches in caliper.

*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 as Proposed.** The applicant's narrative identified compliance with this standard.

*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: Not Applicable.** The subject site does not include established planting scheme, obstructions in a planting strip or overhead power lines. The applicant has proposed Paperbark Maples which are on the City's adopted street tree list.

*12.08.025 - 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 ten-foot clearance above the street. Planter strips shall be kept clear of weeds, obstructing vegetation and trash.*

**Finding: Complies with Condition.** The applicant did not identify compliance with general tree maintenance requirements. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit documentation identifying compliance with maintenance of

street trees and planting strips in accordance with OCMC 12.08.025. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

**12.08.035 - Public tree removal.**

*Existing street trees shall be retained and protected during construction unless removal is specified as part of a land use approval or in conjunction with a public facilities construction project, as approved by the community development director. A diseased or hazardous street tree, as determined by a registered arborist and verified by the City, may be removed if replaced. A non-diseased, non-hazardous street tree that is removed shall be replaced in accordance with the Table 12.08.035.*

*All new street trees will have a minimum two-inch caliper trunk measured six inches above the root crown. The community development director may approve off-site installation of replacement trees where necessary due to planting constraints. The community development director may additionally allow a fee in-lieu of planting the tree(s) to be placed into a city fund dedicated to planting trees in Oregon City in accordance with Oregon City Municipal Code 12.08.*

Table 12.08.035

Replacement Schedule for Trees Determined to be Dead, Diseased or Hazardous by a Certified Arborist		Replacement Schedule for Trees Not Determined to be Dead, Diseased or Hazardous by a Certified Arborist	
Diameter of tree to be Removed (Inches of diameter at 4-ft height)	Number of Replacement Trees to be Planted	Diameter of tree to be Removed (Inches of diameter at 4-ft height)	Number of Replacement Trees to be Planted
Any Diameter	1 Tree	Less than 6"	1 Tree
		6" to 12"	2 Trees
		13" to 18"	3 Trees
		19" to 24"	4 Trees
		25" to 30"	5 Trees
		31" and over	8 Trees

**Finding: Not Applicable.** The applicant has not proposed the removal of any street trees as part of this development application. This section is not applicable.

**12.08.040 - Heritage Trees and Groves.**

**Finding: Not Applicable.** The applicant has not proposed to designate or remove a heritage tree or grove as part of this development application.

**CHAPTER 13.12 - STORMWATER MANAGEMENT**

**13.12.050 - Applicability and exemptions.**

*This chapter establishes performance standards for stormwater conveyance, quantity and quality. Additional performance standards for erosion prevention and sediment control are established in OCMC 17.47.*

- A. *Stormwater Conveyance. The stormwater conveyance requirements of this chapter shall apply to all stormwater systems constructed with any development activity, except as follows:*
1. *The conveyance facilities are located entirely on one privately owned parcel;*
  2. *The conveyance facilities are privately maintained; and*
  3. *The conveyance facilities receive no stormwater runoff from outside the parcel's property limits.*

*Those facilities exempted from the stormwater conveyance requirements by the above subsection will remain subject to the requirements of the Oregon Uniform Plumbing Code. Those exempted facilities shall be reviewed by the building official.*

**Finding: Not Applicable.** Proposed conveyance includes a storm line to drain to the existing stormwater system on site. Stormwater conveyance requirements of Chapter 13.12 are not applicable because the conveyance facilities will be contained entirely on the site.

- B. *Water Quality and Flow Control. The water quality and flow control requirements of this chapter shall apply to the following proposed uses or developments, unless exempted under subsection C:*

1. *Activities located wholly or partially within water quality resource areas pursuant to Chapter 17.49 that will result in the creation of more than five hundred square feet of impervious surface within the WQRA or will disturb more than one thousand square feet of existing impervious surface within the WQRA as part of a commercial or industrial redevelopment project. These square footage measurements will be considered cumulative for any given five-year period; or*
2. *Activities that create or replace more than five thousand square feet of impervious surface per parcel or lot, cumulated over any given five-year period.*

**Finding: Not Applicable.** The proposed development will not meet the threshold triggers for stormwater management. Though the proposed building is approximately 6,500 square feet, the applicant has proposed removal of more than 3,500 square feet of existing impervious surface resulting in less than 5,000 square feet of net impervious surface. Applicability requirements of this 13.12.050 have not been met, therefore, the entirety of Chapter 13.12 is not applicable.

- C. *Exemptions. The following exemptions to subsection B of this section apply:*

1. *An exemption to the flow control requirements of this chapter will be granted when the development site discharges to the Willamette River, Clackamas River or Abernethy Creek; and either lies within the one hundred-year floodplain or is up to ten feet above the design flood elevation as defined in Chapter 17.42, provided that the following conditions are met:*
  - a. *The project site is drained by a conveyance system that is comprised entirely of manmade elements (e.g. pipes, ditches, culverts outfalls, outfall protection, etc.) and extends to the ordinary high water line of the exempt receiving water; and*
  - b. *The conveyance system between the project site and the exempt receiving water has sufficient hydraulic capacity and erosion stabilization measures to convey discharges from the proposed conditions of the project site and the existing conditions from non-project areas from which runoff is collected.*
2. *Projects in the following categories are generally exempt from the water quality and flow control requirements:*
  - a. *Stream enhancement or restoration projects approved by the city.*
  - b. *Farming practices as defined by ORS 30.960 and farm use as defined in ORS 214.000; except that buildings associated with farm practices and farm use are subject to the requirements of this chapter.*
  - c. *Actions by a public utility or any other governmental agency to remove or alleviate an emergency condition.*



- d. *Road and parking area preservation/maintenance projects such as pothole and square cut patching, surface sealing, replacing or overlaying of existing asphalt or concrete pavement, provided the preservation/maintenance activity does not expand the existing area of impervious coverage above the thresholds in subsection B of this section.*
- e. *Pedestrian and bicycle improvements (sidewalks, trails, pathways, and bicycle paths/lands) where no other impervious surfaces are created or replaced, built to direct stormwater runoff to adjacent vegetated areas.*
- f. *Underground utility projects that replace the ground surface with in-kind material or materials with similar runoff characteristics.*
- g. *Maintenance or repair of existing utilities.*

**Finding: Not Applicable.** The proposed development does not meet the criteria for exemption.

*D. Uses Requiring Additional Management Practices. In addition to any other applicable requirements of this chapter, the following uses are subject to additional management practices, as defined in the Public Works Stormwater and Grading Design Standards:*

- 1. *Bulk petroleum storage facilities;*
- 2. *Above ground storage of liquid materials;*
- 3. *Solid waste storage areas, containers, and trash compactors for commercial, industrial, or multi-family uses;*
- 4. *Exterior storage of bulk construction materials;*
- 5. *Material transfer areas and loading docks;*
- 6. *Equipment and/or vehicle washing facilities;*
- 7. *Development on land with suspected or known contamination;*
- 8. *Covered vehicle parking for commercial or industrial uses;*
- 9. *Industrial or commercial uses locating in high traffic areas, defined as average daily count trip of two thousand five hundred or more trips per day; and*
- 10. *Land uses subject to DEQ 1200-Z Industrial Stormwater Permit Requirements.*

**Finding: Not Applicable.** The proposal does not contain elements requiring additional stormwater management practices.

## **CHAPTER 17.47 - EROSION AND SEDIMENT CONTROL**

### **17.47.030 - Applicability.**

*A. This chapter, which may also be referred to as "erosion control" in this Code, applies to development that may cause visible or measurable erosion on any property within the city limits of Oregon City.*

*B. This chapter does not apply to work necessary to protect, repair, maintain or replace existing structures, utility facilities, roadways, driveways, accessory uses and exterior improvements in response to emergencies, provided that after the emergency has passed, adverse impacts are mitigated in accordance with applicable standards.*

**Finding: Applicable.** The applicant has proposed to construct a new building with associated street improvements.

### **17.47.060 - Permit required.**

*The applicant must obtain an erosion and sediment control permit prior to, or contemporaneous with, the approval of an application for any building, land use or other city-issued permit that may cause visible or measurable erosion.*

**Finding: Complies with Condition.** The applicant seeks approval of an application for land use which requires construction that may cause visible or measurable erosion. The applicant shall obtain an

Erosion and Sediment Control Permit from the City prior to beginning construction work associated with the project. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

**17.47.070 - Erosion and sediment control plans.**

*A. An application for an erosion and sediment control permit shall include an erosion and sediment control plan, which contains methods and interim measures to be used during and following construction to prevent or control erosion prepared in compliance with City of Oregon City public works standards for erosion and sediment control. These standards are incorporated herein and made a part of this title and are on file in the office of the city recorder.*

*B. Approval Standards. An erosion and sediment control plan shall be approved only upon making the following findings:*

*1. The erosion and sediment control plan meets the requirements of the City of Oregon City public works standards for erosion and sediment control incorporated by reference as part of this chapter;*

*2. The erosion and sediment control plan indicates that erosion and sediment control measures will be managed and maintained during and following development. The erosion and sediment control plan indicates that erosion and sediment control measures will remain in place until disturbed soil areas are permanently stabilized by landscaping, grass, approved mulch or other permanent soil stabilizing measures.*

*C. The erosion and sediment control plan shall be reviewed in conjunction with the requested development approval. If the development does not require additional review, the manager may approve or deny the permit with notice of the decision to the applicant.*

*D. The city may inspect the development site to determine compliance with the erosion and sediment control plan and permit.*

*E. Erosion that occurs on a development site that does not have an erosion and sediment control permit, or that results from a failure to comply with the terms of such a permit, constitutes a violation of this chapter.*

*F. If the manager finds that the facilities and techniques approved in an erosion and sediment control plan and permit are not sufficient to prevent erosion, the manager shall notify the owner or his/her designated representative. Upon receiving notice, the owner or his/her designated representative shall immediately install interim erosion and sediment control measures as specified in the City of Oregon City public works standards for erosion and sediment control. Within three days from the date of notice, the owner or his/her designated representative shall submit a revised erosion and sediment control plan to the city. Upon approval of the revised plan and issuance of an amended permit, the owner or his/her designated representative shall immediately implement the revised plan.*

*G. Approval of an erosion and sediment control plan does not constitute an approval of permanent road or drainage design (e.g., size and location of roads, pipes, restrictors, channels, retention facilities, utilities, etc.).*

**Finding: Complies with Condition.** The applicant shall provide an Erosion Prevention and Sedimentation Control Plan which meets the requirements of the City of Oregon City public works standards for erosion and sediment control. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

**CHAPTER 17.41 - TREE PROTECTION STANDARDS**

**17.41.020 - Tree protection—Applicability.**

*1. Applications for development subject to Chapters [16.08](#) or [16.12](#) (Subdivision or Minor Partition) or [Chapter 17.62](#) (Site Plan and Design Review) shall demonstrate compliance with these standards as part of the review proceedings for those developments.*

2. For public capital improvement projects, the city engineer shall demonstrate compliance with these standards pursuant to a Type II process.
3. Tree canopy removal greater than twenty-five percent on sites greater than twenty-five percent slope, unless exempted under [Section 17.41.040](#), shall be subject to these standards.
4. A heritage tree or grove which has been designated pursuant to the procedures of [Chapter 12.08.050](#) shall be subject to the standards of this section.

**Finding: Applicable.** The applicant has proposed a Site Plan and Design Review application, therefore Chapter 17.41 is applicable.

*17.41.030 - Tree protection—Conflicting code provisions.*

*Except as otherwise specified in this section, where these standards conflict with adopted city development codes or policies, the provision which provides the greater protection for regulated trees or groves, as defined in [Section 17.04](#), shall govern.*

**Finding: Applicable.** The trees within the boundaries of the property or associated with the proposed development onsite are regulated under this section of code and do not fall under any other protections within the City's development codes.

*17.41.040 - Same—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](#). These standards are not intended to regulate farm and forest practices as those practices are defined under ORS 30.930. Farm or forest resources. An applicant for development may claim exemption from compliance with these standards if the development site containing the regulated grove or trees was a designated farm or forest use, tree farm, Christmas tree plantation, or other approved timber use within one year prior to development application. "Forest practices" and "forestlands" as used in this subsection shall have the meaning as set out in ORS 30.930. The community development director has the authority to modify or waive compliance in this case.*

**Finding: Not Applicable.** The applicant has not proposed an exemption in accordance with this provision.

*17.41.050 - Same—Compliance options.*

*Applicants for review shall comply with these requirements through one or a combination of the following procedures:*

- A. Option 1—Mitigation. Retention and removal of trees, with subsequent mitigation by replanting pursuant to [Sections 17.41.060](#) or [17.41.070](#). All replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city.
- B. Option 2—Dedicated Tract. Protection of trees or groves by placement in a tract within a new subdivision or partition plat pursuant to [Sections 17.41.080—17.41.100](#); or
- C. Option 3—Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to [Sections 17.41.110—17.41.120](#); or
- D. Option 4—Cash-in-lieu of planting pursuant to [Section 17.41.130](#).

*A regulated tree that has been designated for protection pursuant to this section must be retained or permanently protected unless it has been determined by a certified arborist to be diseased or hazardous, pursuant to the following applicable provisions.*

*The community development director, pursuant to a Type II procedure, may allow a property owner to cut a specific number of trees within a regulated grove if preserving those trees would:*

1. Preclude achieving eighty percent of minimum density with reduction of lot size; or
2. Preclude meeting minimum connectivity requirements for subdivisions.

**Finding: Complies with Condition.** The applicant has proposed to remove an interior parking lot landscaping strip which includes a tree. The applicant did not submit a tree mitigation plan for the proposed tree removal. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a tree mitigation plan prepared by a certified arborist, horticulturalist, forester or other environmental professional, clearly identifying all trees to be removed and proposing mitigation in accordance with one of the mitigation options within OCMC 17.41. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*17.41.060 - Tree removal and replanting—Mitigation (Option 1).*

*A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in [Chapter 17.04](#) 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 arboriculture. 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 12.08](#)—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*

<i>Size of tree removed (DBH)</i>	<i>Column 1  Number of trees to be planted. (If removed Outside of construction area)</i>	<i>Column 2  Number of trees to be planted. (If removed Within the construction area)</i>
<i>6 to 12"</i>	<i>3</i>	<i>1</i>
<i>13 to 18"</i>	<i>6</i>	<i>2</i>
<i>19 to 24"</i>	<i>9</i>	<i>3</i>
<i>25 to 30"</i>	<i>12</i>	<i>4</i>
<i>31 and over"</i>	<i>15</i>	<i>5</i>

*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 [Chapter 17.04](#)).*
- 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.*

*17.41.070 - Planting area priority for mitigation (Option 1).*

*Development applications which opt for removal of trees with subsequent replanting pursuant to section 17.41.050A. shall be required to mitigate for tree cutting by complying with the following priority for replanting standards below:*

*A. First Priority. Replanting on the development site.*

*B. Second Priority. Off-site replacement tree planting locations. If the community development director determines that it is not practicable to plant the total number of replacement trees on-site, a suitable off-site planting location for the remainder of the trees may be approved that will reasonably satisfy the objectives of this section. Such locations may include either publicly owned or private land and must be approved by the community development director.*

**Finding: Complies with Condition.** The applicant has proposed to remove an interior parking lot landscaping strip which includes a tree. The applicant did not submit a tree mitigation plan for the proposed tree removal. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a tree mitigation plan prepared by a certified arborist, horticulturalist, forester or other environmental professional, clearly identifying all trees to be removed and proposing mitigation in accordance with one of the mitigation options within OCMC 17.41. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*17.41.075 - Alternative mitigation plan.*

*The community development director may, subject to a Type II procedure, approve an alternative mitigation plan that adequately protects habitat pursuant to the standards for the natural resource overlay district alternative mitigation plan, [Section 17.49.190](#).*

**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).*

*A. Applicants for new subdivision and partition plats may delineate and show the regulated trees or groves as either a separate tract or part of a larger tract that meets the requirements of subsection D. of this section.*

*B. The standards for land divisions subject to this section shall apply in addition to the requirements of the city land division ordinance and zoning ordinance, provided that the minimum lot area, minimum average lot width, and minimum average lot depth standards of the base zone may be superseded in order to allow for a reduction of dimensional standards pursuant to Section 17.41100 below.*

*C. Prior to preliminary plat approval, the regulated tree or grove area shall be shown either as a separate tract or part of a larger tract that meets the requirements of subsection D. of this section, which shall not be a part of any parcel used for construction of a structure. The size of the tract shall be the minimum necessary as recommended by a consulting arborist to adequately encompass the dripline of the tree, protect the critical root zone and ensure long term survival of the tree or grove.*

*D. Prior to final plat approval, ownership of the regulated tree or grove tract shall be identified to distinguish it from lots intended for sale. The tract may be identified as any one of the following:*

- 1. Private open space held by the owner or a homeowners association; or*
- 2. For residential land divisions, private open space subject to an easement conveying stormwater and surface water management rights to the city and preventing the owner of the tract from activities and uses inconsistent with the purpose of this document; or*
- 3. At the owners option, public open space where the tract has been dedicated to the city or other governmental unit; or*
- 4. Any other ownership proposed by the owner and approved by the community development director.*

**Finding: Not Applicable.** This option is only available to applications for new subdivisions or minor partitions. The applicant has not proposed a land division, therefore, this tree preservation option is not available to the applicant and this section is not applicable.

*17.41.110 - Tree protection by restrictive covenant (Option 3).*

*Any regulated tree or grove which cannot be protected in a tract pursuant to [Section 17.41.080](#) above shall be protected with a restrictive covenant in a format to be approved by the community development director. Such covenant shall be recorded against the property deed and shall contain provisions to permanently protect the regulated tree or grove unless such tree or grove, as determined by a certified arborist and approved by the community development director, are determined to be diseased or hazardous.*

*17.41.120 - Permitted adjustments (Option 3 Only).*

*A. The community development director, pursuant to a Type II procedure, may grant an adjustment to the side, front and rear yard setback standards by up to 50 percent if necessary to retain a Regulated Tree or Grove through a restrictive covenant pursuant to this section. In no case may the side yard setback be reduce less than three feet. The adjustment shall be the minimum necessary to accomplish preservation of trees on the lot and shall not conflict with other conditions imposed on the property.*

*B. The community development director, pursuant to a Type II procedure, may grant an adjustment to street standards, pursuant to adopted public works standards, in order to preserve a tree. This may include flexibility to redesign sidewalk and planter strip sizes and locations and allow placement of sidewalks and planter strips in an easement within private lots.*

*C. The community development director, pursuant to a Type II procedure, may allow other adjustments in order to preserve any healthy tree that cannot be moved due to its size, but will contribute to the landscape character of the area and will not present a foreseeable hazard if retained.*

**Finding: Complies with Condition.** The applicant has proposed to remove an interior parking lot landscaping strip which includes a tree. The applicant did not submit a tree mitigation plan for the proposed tree removal. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a tree mitigation plan prepared by a certified arborist, horticulturalist, forester or other environmental professional, clearly identifying all trees to be removed and proposing mitigation in accordance with one of the mitigation options within OCMC 17.41. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*17.41.1[25] - Cash-in-lieu of planting (tree bank/fund) (Option 4).*



*The applicant may choose this option in-lieu-of or in addition to Compliance Options 1 through 3. In this case, the community development director may approve the payment of cash-in-lieu into a dedicated fund for the remainder of trees that cannot be replanted in the manner described above.*

*A. The cash-in-lieu payment per tree shall be as listed on the adopted fee schedule and shall be adjusted annually based on the Consumer Price Index (Index). The price shall include the cost of materials, transportation and planting.*

*B. The amount of the cash-in-lieu payment into the tree bank shall be calculated as the difference between the value of the total number of trees an applicant is required to plant, including cost of installation and adjusted for Consumer Price Index, minus the value of the trees actually planted. The value of the trees shall be based on the adopted fee schedule.*

**Finding: Complies with Condition.** The applicant has proposed to remove an interior parking lot landscaping strip which includes a tree. The applicant did not submit a tree mitigation plan for the proposed tree removal. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a tree mitigation plan prepared by a certified arborist, horticulturalist, forester or other environmental professional, clearly identifying all trees to be removed and proposing mitigation in accordance with one of the mitigation options within OCMC 17.41. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

*17.41.130 - Regulated tree protection procedures during construction.*

*A. No permit for any grading or construction of public or private improvements may be released prior to verification by the community development director that regulated trees designated for protection or conservation have been protected according to the following standards. No trees designated for removal shall be removed without prior written approval from the community development director.*

*B. Tree protection shall be as recommended by a qualified arborist or, as a minimum, to include the following protective measures:*

*1. Except as otherwise determined by the community development director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.*

*2. Approved construction fencing, a minimum of four feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater. An alternative may be used with the approval of the community development director.*

*3. Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the community development director.*

*4. No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.*

*5. The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.*

*6. No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the community development director.*

*7. No machinery repair or cleaning shall be performed within ten feet of the dripline of any trees identified for protection.*



8. Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the community development director and pursuant to the approved written recommendations and on-site guidance and supervision of a certified arborist.

9. The city may require that a certified arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.

10. The community development director may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/management program to provide protection to the resource as recommended by the arborist or horticulturist.

C. Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. Drainage and grading plans shall include provision to ensure that drainage of the site does not conflict with the standards of this section. Excessive site run-off shall be directed to appropriate storm drainage facilities and away from trees designated for conservation or protection.

**Finding: Complies with Condition.** The applicant has not submitted a plan identifying tree protection fencing during construction. Though there are no onsite trees in the vicinity of the proposed building, there is a row of trees located on the property to the east, near the property line next to the proposed building. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit a tree protection plan demonstrating compliance with regulated tree protection measures during construction in accordance with OCMC 17.41.130. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

## **CHAPTER 17.60 - VARIANCES**

### **17.60.020 - Variances—Procedures.**

**17.60.020.A.** A request for a variance shall be initiated by a property owner or authorized agent by filing an application with the city recorder. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. When relevant to the request, building plans may also be required. The application shall note the zoning requirement and the extent of the variance requested. Procedures shall thereafter be held under [Chapter 17.50](#). In addition, the procedures set forth in subsection D. of this section shall apply when applicable.

**17.60.020.B.** A nonrefundable filing fee, as listed in [Section 17.50.\[0\]80](#), shall accompany the application for a variance to defray the costs.

**Finding: Complies as Proposed.** The applicant has requested a Variance in accordance with the procedures in this section. All application materials and fees have been submitted and the application was deemed complete on April 12, 2019.

**17.60.020.C.** Before the planning commission may act on a variance, it shall hold a public hearing thereon following procedures as established in [Chapter 17.50](#). A Variance shall address the criteria identified in [Section 17.60.030](#), Variances — Grounds.

**Finding: Complies as Proposed.** The application was noticed in accordance with the noticing requirements in OCMC 17.50. The applicant's narrative addressed applicable Variance criteria in OCMC 17.60.030 and the application was deemed complete on April 12, 2019.

**17.60.020.D.** Minor variances, as defined in subsection E. of this section, shall be processed as a Type II decision, shall be reviewed pursuant to the requirements in [Section 17.50.030B.](#), and shall address the criteria identified in [Section 17.60.030](#), Variance — Grounds.

**17.60.020.E.** For the purposes of this section, minor variances shall be defined as follows:

1. Variances to setback and yard requirements to allow additions to existing buildings so that the additions follow existing building lines;
2. Variances to width, depth and frontage requirements of up to twenty percent;
3. Variances to residential yard/setback requirements of up to twenty-five percent;
4. Variances to nonresidential yard/setback requirements of up to ten percent;
5. Variances to lot area requirements of up to five;
6. Variance to lot coverage requirements of up to twenty-five percent;
7. Variances to the minimum required parking stalls of up to five percent; and
8. Variances to the floor area requirements and minimum required building height in the mixed-use districts.

**Finding: Not Applicable.** The applicant has requested a variance to site landscaping, which is not a minor variance as described within this section, therefore the application is being processed as a Type III Planning Commission Variance.

**17.60.030 - Variance—Grounds.**

*A variance may be granted only in the event that all of the following conditions exist:*

**17.60.030.A.** *That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title;*

**Finding: Complies as Proposed.** The subject site only abuts one property. The site will continue to comply with perimeter parking lot landscaping standards for landscaping where the parking lot abuts adjacent properties, therefore, the loss of onsite landscaping would not impact the adjacent property. Furthermore, notice was sent out to property owners within 300 feet of the subject site and no comments indicating that the nearby properties would be negatively impacted by this proposal were received.

**17.60.030.B.** *That the request is the minimum variance that would alleviate the hardship;*

**Finding: Complies as Proposed.** The applicant has requested a variance to site landscaping in order to accommodate a new manufacturing building. The removal of landscaping would result in less than 15% site landscaping. The only landscaping being removed is to accommodate the proposed building and the applicant has not proposed removal of any additional existing landscaping, therefore, the request is the minimum variance that would alleviate the hardship.

**17.60.030.C.** *Granting the variance will equal or exceed the purpose of the regulation to be modified.*

**Finding: Complies as Proposed.** Pursuant with OCMC 17.62.050.A.1.f, interior parking lot landscaping is not counted towards the 15% minimum site landscaping requirement, unless otherwise allowed by the underlying zoning district. In the General Commercial zone, interior parking lot landscaping is allowed to be counted towards the minimum site landscaping requirement, however, within the General Industrial zone, it is not. This results in approximately 9,500 square feet of existing and proposed landscaping within the General Industrial zone of the property which is not counted towards the 15% minimum requirement. If the interior parking lot landscaping within the General Industrial zone were allowed to be counted towards minimum site landscaping, the subject site would have approximately 15.2% site landscaping and would be in compliance with the minimum site landscaping requirement. The purpose of minimum site landscaping requirements is to provide shade, cooling, stormwater retention, and aesthetically pleasing developments. Though the interior parking lot landscaping is not allowed to be counted towards the minimum site landscaping, it still provides the same benefits of site landscaping. Because the site is at more than 15% landscaping when considering the interior parking lot landscaping and the landscaping not being counted provides the same benefits as site landscaping, granting the variance will equal or exceed the purpose of the regulation to be modified.

**17.60.030.D.** *Any impacts resulting from the adjustment are mitigated;*

**Finding: Complies as Proposed.** In order to mitigate for the loss of landscaping, the applicant has proposed new landscaping to the east of the proposed building. Though part of the new landscaping is interior parking lot landscaping which does not count towards overall site landscaping within the General Industrial zone, it provides the same benefits as site landscaping. OCMC 17.52.060.D requires 10% of the surface area of parking lots used for parking and maneuvering to be landscaped, and the proposed development would result in more than 19% landscaping within the surface parking area to mitigate for the decrease in overall site landscaping. Additionally, the applicant has proposed to mitigate the loss of landscaping with Boston Ivy along the proposed building which would grow up the walls of the building. Though this landscaping is not counted towards any of the site or parking lot landscaping requirements, it provides many of the same benefits of site landscaping including cooling of the building and resulting in a more aesthetically pleasing development. Additional mitigation is proposed through the green energy techniques utilized for the proposed building, including solar panels, heat pumps and superior insulation, resulting in zero net energy consumption for the proposed building. These energy saving techniques help heat and cool the building efficiently providing some of the same benefits as site landscaping which helps with shading and cooling of buildings and sites and efficient use of energy.

**17.60.030.E.** *No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and*

**Finding: Complies as Proposed.** The applicant has considered alternatives such as a green roof, or removal of parking stalls to accommodate additional landscaping, however, a green roof would be costly and difficult to maintain and removal of existing parking stalls would result in additional interior parking lot landscaping which would not be counted towards the 15% minimum requirement. Furthermore, the site includes several tenants and all existing parking stalls have been leased out to the businesses within the development, therefore, the property owner is unable to remove any parking which is being leased out to the tenants in the development. No additional practical alternatives have been identified which would accomplish the same purpose and not require a variance.

**17.60.030.F.** *The variance conforms to the comprehensive plan and the intent of the ordinance being varied.*

**Finding:** The following goals and policies are applicable to the requested variance:

*Goal 2.1: Efficient Use of Land*

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

*Policy 2.1.1*

*Create incentives for new development to use land more efficiently, such as by having minimum floor area ratios and maximums for parking and setbacks.*

*Policy 2.1.2*

*Encourage vertical and horizontal mixing of different land use types in selected areas of the city where compatible uses can be designed to reduce the overall need for parking, create vibrant urban areas, reduce reliance on private automobiles, create more business opportunities and achieve better places to live.*

**Finding: Complies as Proposed.** Granting the requested variance will result in an efficient use of limited industrial land. The portion of the property where the building is proposed is currently vacant and not being used, providing no benefit to the City, property owner, or the community. Redevelopment of this portion of the property will allow an underutilized property to be efficiently developed by utilizing existing utilities, parking and shared facilities, and create more business opportunities within the General Industrial District and Oregon City.

*Goal 2.6: Industrial Land Development*

*Ensure an adequate supply of land for major industrial employers with family-wage jobs.*

*Policy 2.6.2*

*Ensure that land zoned or planned for industrial use is used for industrial purposes, and that exceptions are allowed only where some other use supports industrial development. New non-industrial uses should especially be restricted in already developed, active industrial sites.*

*Policy 2.6.4*

*Protect existing and planned undeveloped and underdeveloped industrial lands from incompatible land uses, and minimize deterrents to desired industrial development.*

**Finding: Complies as Proposed.** Granting the variance will allow an underdeveloped industrial property to be used for an industrial building for a new industrial employer within the City creating family-wage jobs.

*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.*

*Policy 6.1.4*

*Encourage the maintenance and improvement of the City's tree canopy to improve air quality.*

**Finding: Complies as Proposed.** Granting the variance will allow another tenant at an underdeveloped property. Aggregating multiple businesses on a single site reduces the need for distance travel by vehicles and allows for visitors to the site to walk between the different tenants on the property. Though the variance is requesting removal of landscaping, the landscaping being removed is a lawn area. As conditioned within this report, the new landscaping will include a mix of vertical and horizontal landscaping elements and more trees than are currently onsite providing more quality landscaping than what is being removed and an overall improvement of the tree canopy onsite resulting in better air quality among other benefits provided by quality landscaping.

*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.*

*Policy 9.1.1*

*Attract high quality commercial and industrial development that provides stable, high-paying jobs in safe and healthy work environments, that contributes to a broad and sufficient tax base, and that does not compromise the quality of the environment.*

**Finding: Complies as Proposed.** Granting the requested variance will allow a new industrial business and employer to locate within the City, creating more jobs and contributing to Oregon City's economic health.

*Goal 11.4: Stormwater Management*

*Seek the most efficient and economical means available for constructing, operating and maintaining the City's stormwater management system while protecting the environment and meeting regional, state and federal standards for protection and restoration of water resources and fish and wildlife habitat.*

*Policy 11.4.3*

*Ensure parking lot designs that mitigate stormwater impacts. Take measures to reduce waterflow and increase water absorption through the use of bioswales, vegetated landscape islands with curb cuts to allow water inflow and tree planting.*

**Finding: Complies as Proposed.** Though granting the variance will result in less overall site landscaping, the overall parking lot landscaping will increase and the quality of landscaping will improve because the landscaping being removed is only lawn whereas the landscaping being added includes a mix of horizontal and vertical landscaping elements and diversity of plants resulting in overall more quality landscaping which better mitigates stormwater impacts.

*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.*

**Finding: Complies as Proposed.** Granting the variance will allow an underdeveloped property to be redeveloped and efficiently utilized resulting in efficient redevelopment of existing city areas.

**CHAPTER 17.50 - ADMINISTRATION AND PROCEDURES**

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

**Finding: Complies as Proposed.** The proposed Site Plan and Design Review and Variance application is being reviewed pursuant with the Type III process. Notice was posted onsite, online, mailed to property owners within 300 feet of the proposed development and posted in the paper.

*17.50.050 Preapplication Conference*

*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.*

**Finding: Complies as Proposed.** The applicant held a pre-application conference (PA 17-33) on July 11, 2017, and a second pre-application conference (PA 18-21) was held on May 29, 2018. The land use application was submitted within one year of the pre-application conference on March 14, 2019. The application was deemed complete on April 12, 2019.

*17.50.055 Neighborhood Association Meeting*

**Finding: Complies as Proposed.** The applicant attended the Gaffney Lane Neighborhood Association meeting on September 14, 2017.

*17.50.060 Application Requirements.*

**Finding: Complies as Proposed.** All application materials required are submitted with this narrative, and the application was deemed complete on April 12, 2019.

*17.50.070 Completeness Review and 120-day Rule.*

**Finding: Complies as Proposed.** The land use application was deemed complete on April 12, 2019. The City has until August 9, 2019 to make a final determination.

*17.50.080 Complete Application--Required Information.*

**Finding: Complies as Proposed.** This land use application was submitted on March 14, 2019, and the application was deemed complete on April 14, 2019.

*17.50.090 Public Notices.*

**Finding: Complies as Proposed.** Staff provided public notice within 300 feet of the site via mail, the site was posted with multiple land use notice signs, posted on the Oregon City website and in a general circulation newspaper. Staff provided email transmittal of the application and notice to affected agencies, the Natural Resource Committee and to all Neighborhood Associations requesting comment.

*17.50.100 Notice Posting Requirements.*

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

*17.50.140 - Performance guarantees.*

*When conditions of permit approval require a permittee to construct certain improvements, the city may, in its discretion, allow the permittee to submit a performance guarantee in lieu of actual construction of the improvement. Performance guarantees shall be governed by this section.*

*A. Form of Guarantee. Performance guarantees shall be in a form approved by the city attorney. Approvable methods of performance guarantee include irrevocable standby letters of credit to the benefit of the city issued by a recognized lending institution, certified checks, dedicated bank accounts or allocations of construction loans held in reserve by the lending institution for the benefit of the city. The form of guarantee shall be specified by the city engineer and, prior to execution and acceptance by the city shall be reviewed and approved by the city attorney. The guarantee shall be filed with the city engineer.*

*B. Timing of Guarantee. A permittee shall be required to provide a performance guarantee as follows.*

*1. After Final Approved Design by The City: A permittee may request the option of submitting a performance guarantee when prepared for temporary/final occupancy. The guarantee shall be one hundred twenty percent of the estimated cost of constructing the remaining public improvements as submitted by the permittee's engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the city engineer.*

*2. Before Complete Design Approval And Established Engineered Cost Estimate: A permittee may request the option of submitting a performance guarantee before public improvements are designed and completed. The guarantee shall be one hundred fifty percent of the estimated cost of constructing the public improvements as submitted by the permittee's engineer and approved by the city engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the city engineer. This scenario applies for a fee-in-lieu situation to ensure adequate funds for the future work involved in design, bid, contracting, and construction management and contract closeout. In this case, the fee-in-lieu must be submitted as cash, certified check, or other negotiable instrument as approved to form by the city attorney.*

*C. Duration of the Guarantee. The guarantee shall remain in effect until the improvement is actually constructed and accepted by the city. Once the city has inspected and accepted the improvement, the city shall release the guarantee to the permittee. If the improvement is not completed to the city's satisfaction within the time limits specified in the permit approval, the city engineer may, at their discretion, draw upon the guarantee and use the proceeds to construct or complete construction of the improvement and for any related administrative and legal costs incurred by the city in completing the construction, including any costs incurred in attempting to have the permittee complete the improvement. Once constructed and approved by the city, any remaining funds shall be refunded to the permittee. The city shall not allow a permittee to defer construction of improvements by using a performance guarantee, unless the permittee agrees to construct those improvements upon written notification by the city, or at some other mutually agreed-to time. If the permittee fails to commence construction of the required improvements within six months of being instructed to do so, the city may, without further notice, undertake the construction of the improvements and draw upon the permittee's performance guarantee to pay those costs.*

**Finding: Complies as Conditioned.** The applicant shall provide a performance guarantee which is equal to 120% of the estimated cost to construct all public improvements shown in a city approved construction plan submitted by the applicant's engineer. The estimated costs shall be supported by a verified engineering estimate and approved by the city engineer. The guarantee shall be in a form identified in Code 17.50.140.A of the Oregon City Municipal Code. The guarantee shall remain in effect until the construction of all required improvements are completed and accepted by the city. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

#### **CHAPTER 17.54.100 - FENCES**

**Finding: Not Applicable.** The applicant indicated that no fences or walls are proposed with this development.

#### **CHAPTER 17.58 LAWFUL NONCONFORMING USES, STRUCTURES AND LOTS**

##### *17.58.015 Applicability.*

*The regulations of this chapter apply only to those nonconforming situations that were lawfully established or that were approved through a land use decision. All nonconforming structures, uses or lots shall have been maintained over time. These situations have lawful nonconforming status. Nonconforming situations that were not allowed when established or have not been maintained over time have no lawful right to continue.*

**Finding: Applicable.** The site is considered non-conforming for a number of reasons including number of parking stalls and screening of outdoor storage. Therefore, Oregon City Municipal Code Chapter 17.58 is applicable to this development.

*A structure that was lawfully established but no longer conforms to all development standards of this land use code (such as setbacks) shall be considered a lawful nonconforming structure. Notwithstanding development standard requirements in this Code, minor repairs and routine maintenance of a lawful nonconforming structure are permitted. The continuation of a lawful nonconforming structure is subject to the following:*

*A. Accidental Destruction. When a nonconforming structure is damaged by fire or other causes, the structure may be rebuilt using the same structure footprint.*

*B. Intentional Destruction. When a nonconforming structure is removed or intentionally damaged by fire or other causes within the control of the owner, the replacement structure shall comply with the development standards of this title.*



*C. Expansion. An expansion of a lawful nonconforming structure may be approved, conditionally approved or denied in accordance with the standards and procedures of this section.*

*1. In making a determination on such applications, the decision maker shall weigh the proposal's positive and negative features and the public convenience or necessity to be served against any adverse conditions that would result from authorizing the particular development at the location proposed, and, to approve such expansion, it must be found that the criteria identified in [Section 17.58.060](#) have either been met, can be met by observance of conditions, or are not applicable.*

*2. An expansion of a nonconforming structure with alterations that exceed the threshold of subparagraph C.2.a. below shall comply with the development standards listed in subparagraph C.2.b. The value of the alterations and improvements is based on the entire project and not individual building permits.*

*a. Thresholds triggering compliance. The standards of subparagraph C.2.b. below shall be met when the value of the proposed exterior alterations or additions to the site, as determined by the community development director, is more than seventy-five thousand dollars. The following alterations and improvements shall not be included in the threshold calculation:*

- 1. Proposed alterations to meet approved fire and life safety agreements;*
- 2. Alterations related to the removal of existing architectural barriers, as required by the Americans with Disabilities Act, or as specified in Section 1113 of the Oregon Structural Specialty Code;*
- 3. Alterations required to meet Seismic Design Requirements; and*
- 4. Improvements to on-site stormwater management facilities in conformance with Oregon City Stormwater Design Standards.*

*b. Standards that shall be met. Developments not complying with the development standards listed below shall be brought into conformance.*

- 1. Pedestrian circulation systems, as set out in the pedestrian standards that apply to the sites;*
- 2. Minimum perimeter parking lot landscaping;*
- 3. Minimum interior parking lot landscaping;*
- 4. Minimum site landscaping requirements;*
- 5. Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with [Chapter 17.52](#)—Off-Street Parking and Loading;*
- 6. Screening; and*
- 7. Paving of surface parking and exterior storage and display areas.*

*c. Area of required improvements.*

*1. Generally. Except as provided in C.2.c.2. below, required improvements shall be made for the entire site.*

*2. Exception for sites with ground leases. Required improvements may be limited to a smaller area if there is a ground lease for the portion of the site where the alterations are proposed. If all of the following are met, the area of the ground lease will be considered as a separate site for purposes of required improvements. The applicant shall meet the following:*

*i. The signed ground lease — or excerpts from the lease document satisfactory to the city attorney — shall be submitted to the community development director. The portions of the lease shall include the following:*

- The term of the lease. In all cases, there must be at least one year remaining on the ground lease; and*
- A legal description of the boundaries of the lease.*

*ii. The boundaries of the ground lease shall be shown on the site plan submitted with the application. The area of the lease shall include all existing and any proposed development that is required for, or is used exclusively by, those uses within the area of the lease; and*

*iii. Screening shall not be required along the boundaries of ground leases that are interior to the site.*

*d. Timing and cost of required improvements. The applicant may choose one of the two following options for making the required improvements:*

1. Option 1. Required improvements may be made as part of the alteration that triggers the required improvements. The cost of the standards that shall be met, identified in subparagraph C.2.b. above, is limited to ten percent of the value of the proposed alterations. It is the responsibility of the applicant to document to the community development director the value of the required improvements. Additional costs may be required to comply with other applicable requirements associated with the proposal. When all required improvements are not being made, the priority for the improvements shall be as listed in subparagraph C.2.b. above.

2. Option 2. Required improvements may be made over several years, based on the compliance period identified in Table 17.58—1 below. However, by the end of the compliance period, the site shall be brought fully into compliance with the standards listed in subparagraph C.2.b. Where this option is chosen, the following must be met:

i. Before a building permit is issued, the applicant shall submit the following to the community development director:

- A Nonconforming Development Assessment, which identifies in writing and on a site plan, all development that does not meet the standards listed in Subparagraph C.2.b.

- A covenant, in a form approved by the city attorney, executed by the property owner that meets the requirements of 17.50.150. The covenant shall identify development on the site that does not meet the standards listed in Subparagraph C.2.b., and require the owner to bring that development fully into compliance with this title. The covenant shall also specify the date by which the owner will be in conformance. The date must be within the compliance periods set out in Table 17.58 — 1.

ii. The nonconforming development identified in the Nonconforming Development Assessment shall be brought into full compliance with the requirements of this Title within the following compliance periods. The compliance period begins when a building permit is issued for alterations to the site of more than seventy-five thousand dollars. The compliance periods are based on the size of the site (see Table 17.58—1 below).

iii. By the end of the compliance period, the applicant or owner shall request that the site be certified by the community development director as in compliance. If the request is not received within that time, or if the site is not fully in conformance, no additional building permits will be issued.

iv. If the regulations referred to by subparagraph C.2.b. are amended after the Nonconforming Development Assessment is received by the community development director, and those amendments result in development on the site that was not addressed by the Assessment becoming nonconforming, the applicant shall address the new nonconforming development using Option 1 or 2. If the applicant chooses Option 2, a separate Nonconforming Development Assessment, covenant and compliance period will be required for the new nonconforming development.

Table 17.58—1

Compliance Periods for Option 2

Square footage of site	Compliance Period
Less than 150,000 sq. ft.	2 years
150,000 sq. ft. or more, up to 300,000 sq. ft.	3 years
300,000 sq. ft. or more, up to 500,000 sq. ft.	4 years
More than 500,000 sq. ft.	5 years

**Finding: Complies with Condition.** The applicant has identified that the proposed development exceeds the \$75,000 threshold per OCMC 17.58.040.C.2.a, therefore, proportional upgrades to non-conforming elements identified in 17.58.040.C.2.b are required. Though the applicant is required to comply with applicable requirements for the proposed development, this chapter provides an avenue for the

following items on the remainder of the site to be upgraded to comply with the standards of the Oregon City Municipal Code:

1. *Pedestrian circulation systems, as set out in the pedestrian standards that apply to the sites;*  
As conditioned within this report, the pedestrian circulation system will comply with the Oregon City Municipal Code. No further improvements to the pedestrian circulation system are required as part of the proportional upgrades to non-conforming elements.
2. *Minimum perimeter parking lot landscaping;*  
Though the site includes perimeter parking lot landscaping in the required locations, some of the perimeter parking lot landscaping areas do not comply with landscaping requirements, such as ground cover, shrub and tree requirements. The applicant needs to demonstrate compliance or provide proportional upgrades to the minimum perimeter parking lot landscaping.
3. *Minimum interior parking lot landscaping;*  
The site is not in compliance with minimum interior parking lot landscaping, as in some places there are more than eight parking stalls without an interior landscaping planter between them. The applicant needs to demonstrate compliance or provide proportional upgrades to the minimum interior parking lot landscaping.
4. *Minimum site landscaping requirements;*  
The site is not in compliance with minimum site landscaping requirements, however, the applicant has requested a variance to these requirements as part of this development application. Since the applicant has requested a variance to these requirements, proportional upgrades to the minimum site landscaping requirements are not required.
5. *Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with Chapter 17.52. – Off-Street Parking and Loading*  
As conditioned within this report the bicycle parking will comply with the Oregon City Municipal Code. If existing bicycle parking racks are in need of replacement, the applicant can provide proportional upgrades by upgrading or replacing the existing bicycle parking racks.
6. *Screening; and*  
The site includes outdoor storage that is not screened as required by the Oregon City Municipal Code. The applicant should demonstrate compliance or provide proportional upgrades to the screening of outdoor storage at the subject site.
7. *Paving of surface parking and exterior storage and display areas*  
The subject site is in compliance with paving and surface requirements of parking and outdoor storage and display areas.

The site is non-conforming with regard to the minimum perimeter parking lot landscaping, minimum interior parking lot landscaping, and screening of outdoor storage. In order to comply with required non-conforming upgrades, the applicant may choose to utilize option 1 and make the required improvements as part of this development, up to 10% of the value of the proposed development. Alternatively, the applicant may choose to utilize option 2 and make all required non-conforming upgrades based on the compliance period identified in OCMC Table 17.58-1. Prior to issuance of a permit associated with the proposed development, the applicant shall submit documentation demonstrating compliance with required proportional upgrades to non-conforming elements utilizing option 1 or 2 in accordance with OCMC 17.58.040.C.2.d. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

#### **CONCLUSION AND RECOMMENDATION:**

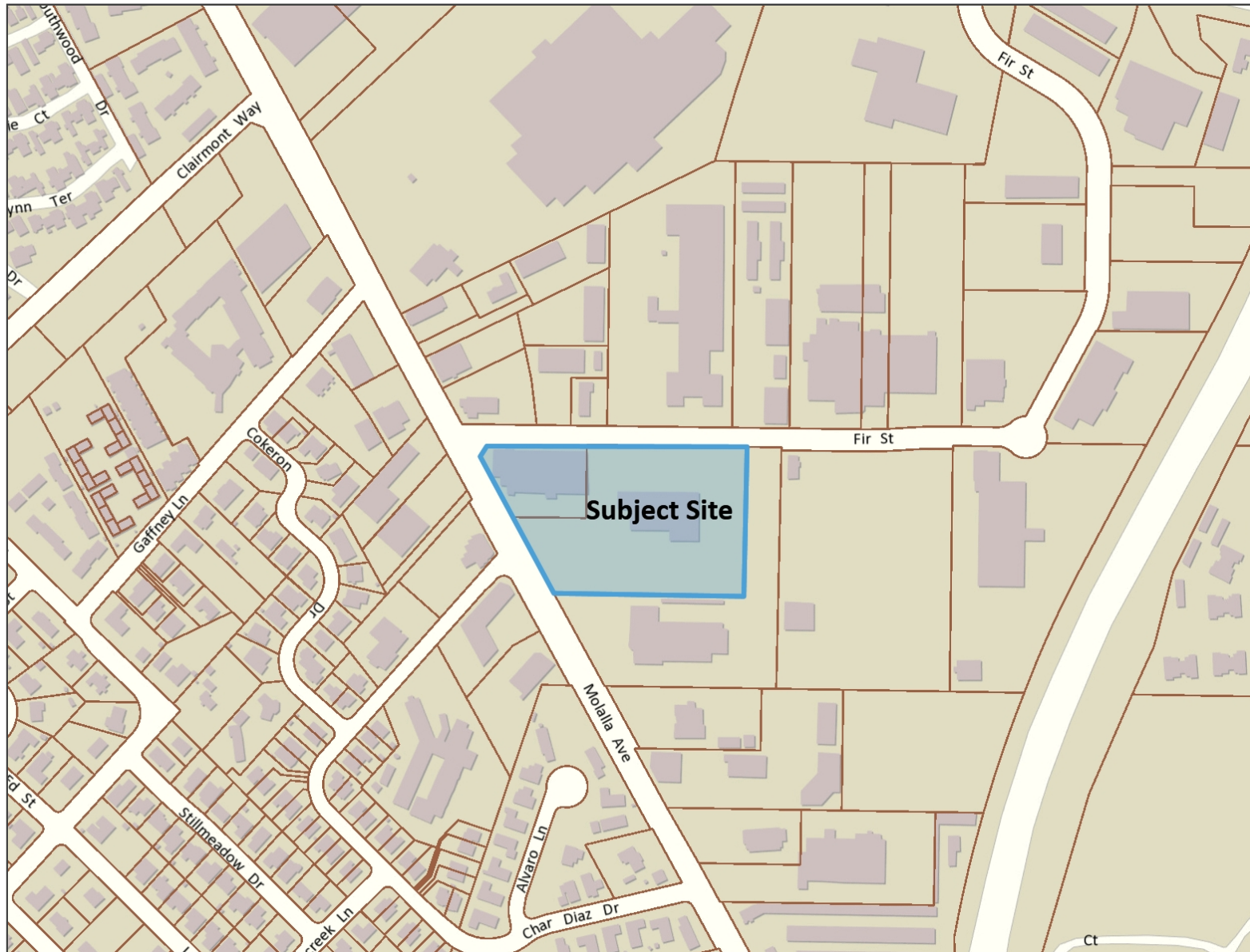
Based on the analysis and findings as described above, Staff recommends that the proposed Site Plan and Design Review and Variance application for a site located at 13986 Fir Street/19224 Molalla Avenue, Oregon City, identified as Clackamas County Map 3-2E-09B, Tax Lots 1500 and 1502, can meet the requirements as described in the Oregon City Municipal Code by complying with the Conditions of Approval provided in this report. Therefore, the Community Development Director recommends the

Planning Commission approve files GLUA-19-00006/SP-19-00125/VAR-19-00001 with conditions, based upon the findings and exhibits contained in this staff report.

**EXHIBITS:**

1. Vicinity Map
2. Applicant's Narrative and Plans (On File)
3. Public Comments
4. Traffic Analysis Letter
5. Letter from John Replinger
6. Site Landscaping Diagram

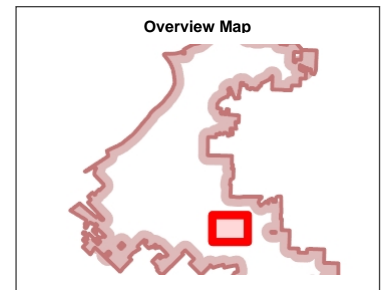
# GLUA-19-00006/SP-19-00025/VAR-19-00001



### Legend

- Street Names
- Taxlots
- Taxlots Outside UGB
- Unimproved ROW
- City Limits
- UGB
- Basemap

### Notes



0 400 800 Feet

1: 4,800



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, surveying or navigation purposes. Notification of any errors is appreciated.

Map created 6/3/2019

City of Oregon City  
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625 Center St  
Oregon City  
OR 97045  
(503) 657-0891  
[www.orcity.org](http://www.orcity.org)







MAR14 10:48AM

# LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)	Type II (OCMC 17.50.030.B)	Type III / IV (OCMC 17.50.030.C)
<input type="checkbox"/> Compatibility Review	<input type="checkbox"/> Detailed Development Review	<input type="checkbox"/> Annexation
<input type="checkbox"/> Lot Line Adjustment	<input type="checkbox"/> Geotechnical Hazards	<input type="checkbox"/> Code Interpretation / Similar Use
<input type="checkbox"/> Non-Conforming Use Review	<input type="checkbox"/> Minor Partition (<4 lots)	<input type="checkbox"/> Concept Development Plan
<input type="checkbox"/> Natural Resource (NROD) Verification	<input type="checkbox"/> Minor Site Plan & Design Review	<input type="checkbox"/> Conditional Use
<input type="checkbox"/> Site Plan and Design Review	<input checked="" type="checkbox"/> Non-Conforming Use Review	<input type="checkbox"/> Comprehensive Plan Amendment (Text/Map)
<input type="checkbox"/> Extension of Approval	<input checked="" type="checkbox"/> Site Plan and Design Review	<input type="checkbox"/> Detailed Development Plan
	<input type="checkbox"/> Subdivision (4+ lots)	<input type="checkbox"/> Historic Review
	<input type="checkbox"/> Minor Variance	<input type="checkbox"/> Municipal Code Amendment
	<input type="checkbox"/> Natural Resource (NROD) Review	<input checked="" type="checkbox"/> Variance
		<input type="checkbox"/> Zone Change

File Number(s): ~~19-00000~~ GLVA 19-00006 / SP 19-00025 / VAR 19-00001  
Proposed Land Use or Activity: CABINET MANUF. BUILDING

Project Name: PRECISION CABINETS Number of Lots Proposed (If Applicable): 1  
Physical Address of Site: 19224 MOLALLA AVE, OREGON CITY OREGON 97045  
Clackamas County Map and Tax Lot Number(s): 3-2E-09B 01500

### Applicant(s):

Applicant(s) Signature: [Signature]  
Applicant(s) Name Printed: KYLE WOOD Date: 3/14/2019  
Mailing Address: PO BOX 3145 OREGON CITY, OREGON 97045  
Phone: 503 953 9161 Fax:  Email: KYLE@WOODANDMORE.COM

### Property Owner(s):

Property Owner(s) Signature: [Signature]  
Property Owner(s) Name Printed: GEORGE LIZER Date: 3/14/2019  
Mailing Address: 9855 SE TOP O SCOTT STREET HAPPY VALLEY OREGON  
Phone: 503 744 0981 Fax:  Email: LIZERINC@COMCAST.NET

### Representative(s):

Representative(s) Signature: [Signature]  
Representative (s) Name Printed: Andrew Montgomery Date: 3.13.2019  
Mailing Address: 645 SW VIEWMONT DR PDX OR 97225  
Phone: 503 296 0076 Fax:  Email: AMM@TERRAFORMA.BIZ

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.





ARTIST RENDERING



VICINITY MAP

DRAWING INDEX

- ARCHITECTURAL PLANS
- A0 VICINITY MAP / INDEX
  - A1 SITE PLAN / PROJECT DATA
  - A2 MAIN LEVEL FLOOR PLAN
  - A2.1 MEZZANINE LEVEL FLOOR PLAN
  - A3 NORTH / WEST EXTERIOR ELEVATIONS
  - A3.1 SOUTH / EAST EXTERIOR ELEVATIONS
  - A4 BUILDING SECTION

- LANDSCAPE PLANS:
- L1 LANDSCAPE PLAN
  - L2 IRRIGATION PLAN

- CIVIL PLANS:
- C2.1 SITE PLAN
  - C2.2 GRADING PLAN
  - C2.3 UTILITY PLAN
  - C2.4 EROSION CONTROL PLAN

- SELECTED AS- BUILT CIVIL PLANS:
- CS1 DRAWING INDEX
  - C1 EXISTING CONDITIONS
  - C2 SITE PLAN
  - C5 STORM DRAINAGE PLAN
  - C7 SANITARY AND WATER PLAN



SITE AREA	152,400 SF
(E) LANDSCAPING:	14,110 SF
CURB REMOVAL ADD LANDSCAPING	3,360 SF
LS PARKING ISLANDS @ GI ZONE:	3,687 SF

SITE AREA:	81,437 SF
(E) LANDSCAPING:	10,994 SF
LS PARKING ISLANDS @ C ZONE:	2,860 SF

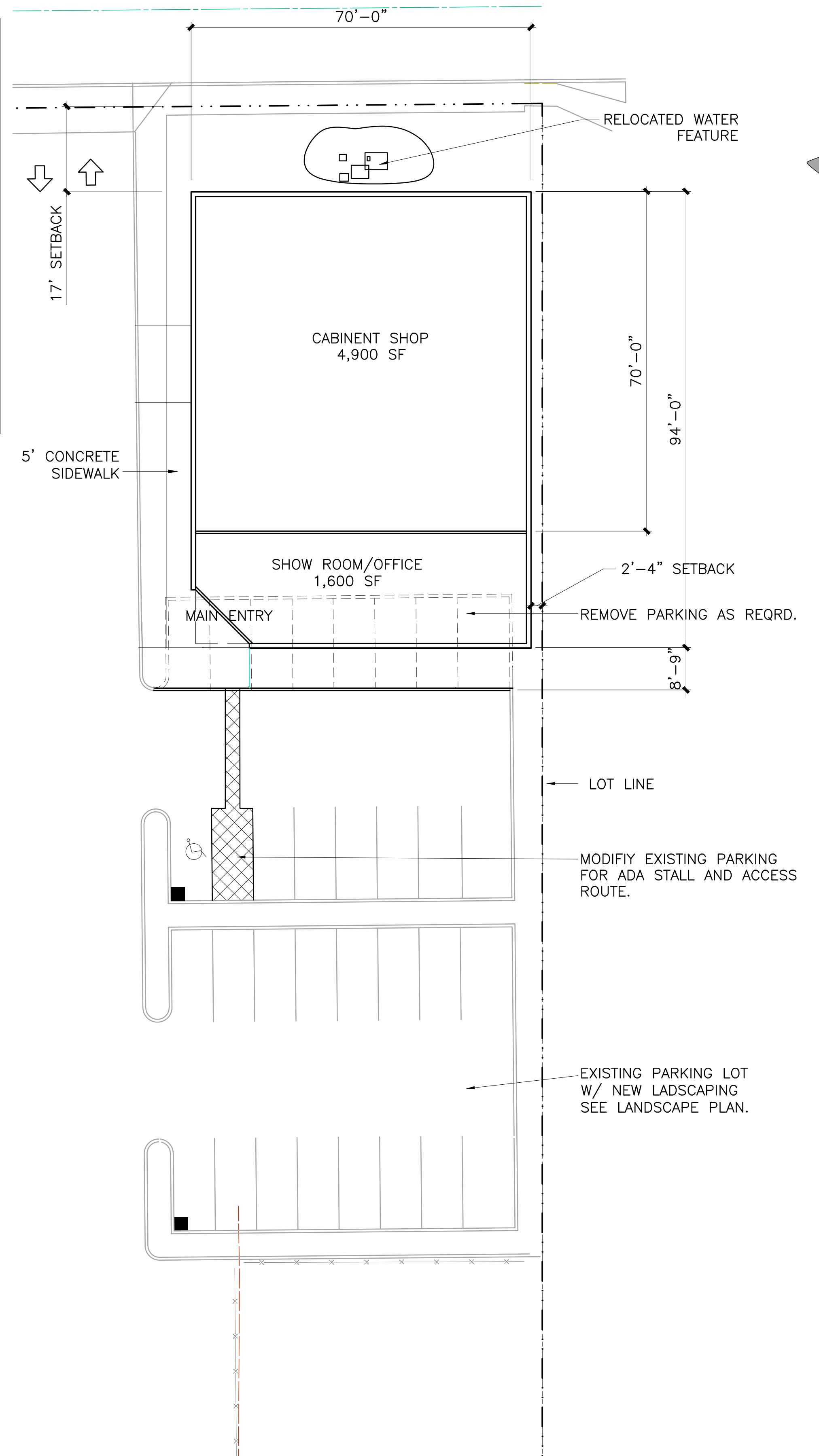
SITE AREA	233,837 SF
(E) LANDSCAPING:	25,104 SF
PROPOSED CURB REMOVAL ADD LS:	3,687 SF

WILCO RETAIL AREA:	21,320 SF
WILCO WAREHOUSE AREA:	13,000 SF
OFFICE AREA:	6,300 SF
NEW MANF./LITE INDUSTRIAL.:	6,500 SF
NEW SHOWROOM/OFFICE:	<u>1,600 SF</u>
TOTAL NEW BLDG AREA:	8,100 SF
(INCLUDES 1,600SF MEZZ.)	

ZONING	GI / C	
PARKING REQUIRED/1000 SF	MIN	MAX
RETAIL	4.1	5
STORAGE WAREHOUSE	.3	.4
OFFICE	2.7	3.3
LIGHT INDUSTRIAL/MANF:	1.6	1.7

LIGHT INDUSTRIAL/MANF:	10	10
SHOWROOM/OFFICE:	5	8

CURRENT BIKE PARKING 8



0 20 40 100 200  
SCALE: 1" = 40'-0"



KEY NOTES

- 1 SINGLE-PLY MEMBRANE ROOFING OVER PLYWOOD DECKING ON PREPARED TRUSSES SLOPED TO DRAIN.
- 2 INSULATED CONCRETE FORM WALLS WITH SYNTHETIC STUCCO SYSTEM EXTERIOR, DRYWALL INTERIOR, EX COLOR P-1
- 3 SLAB ON GRADE WITH R-15 PERIMETER INSULATION.
- 4 (2) UNERS TYPE "X" GYP BD BOTH SIDES OF 6" VUL STUDS, WITH SOUND BATS IN CAVITY
- 5 ALUMINUM STORAGE SYSTEM (INSULATED TAPERED GLASS @ EXTERIOR) CUSTOM FACTORY PAINTED COLOR: P-2
- 6 ADA RESTROOM SEE DETAILS
- 7 ROOF DRAIN OVER FLOW SCUPPER, COPPER
- 8 WOOD FRAMED MEZZANINE ACCESS STAIR.
- 9 ALUM. OVERHEAD DOOR W/ INSUL. TEMP GLASS
- 10 FIN. FLOOR OVER 1 1/2" PLYWD DECKING ON PREPARED TRUSSES
- 11 300x70 EXTERIOR INSUL. HOLLOW METAL DOOR & FRAME. SEE DETAILS. COLOR: P-1
- 12 STEEL POST TO STEEL BEAMS
- 13 MATERIAL HOST
- 14 SCULPTED BIKE PARKING RACKS PER CITY CODE
- 15 16" SQ. ALUMIN. WINDOWS, BLACK EXTERIOR FIN.

FINISH SCHEDULE

ROOFING:	SINGLE-PLY MEMBRANE W/ "GREEN" ROOF SYSTEM
STUCCO FINISH:	COLOR: SAGE GREEN SAND FINISH
INTERIOR GYPSUM WALLS:	COLOR: WHITE
STEEL BEAMS:	FACTORY
SCUPPERS:	COPPER
INTERIOR RESTROOM FLOOR:	NATURAL PATAHA
LIGHT FIXTURES:	BRUSHED STAINLESS STEEL
PLUMBING FIXTURES:	BRUSHED STAINLESS STEEL
BATHROOM ACCESSORIES:	BRUSHED STAINLESS STEEL
DOOR HARDWARE (ADA COMPLIANT)	BRUSHED STAINLESS STEEL
STORAGE/POINT	CERAM
WINDOWS	WHITE VINYL

ABBREVIATIONS

BCH	BICYCLE CHANGING STATION	TRD	TOILET PAPER DISPENSER
CH	COAT HOOK	HD	HAND DRYER
GB	GRAB BAR	FD	FLOOR DRAIN
HD	HAND DRYER	M.O.	MASONRY OPENING
SND	SANITARY NAPKIN DISPOSAL	HW	HOT WATER TANK
UH	FREEZE PREVENT UNIT HEATER		
EP	100 AMP ELECTRICAL PANEL		
EM	ELECTRICAL METER		
WS	WALL HUNG SINK W/ FREEZE PREVENTION WIRING ON PLUMBING.		

LEGEND

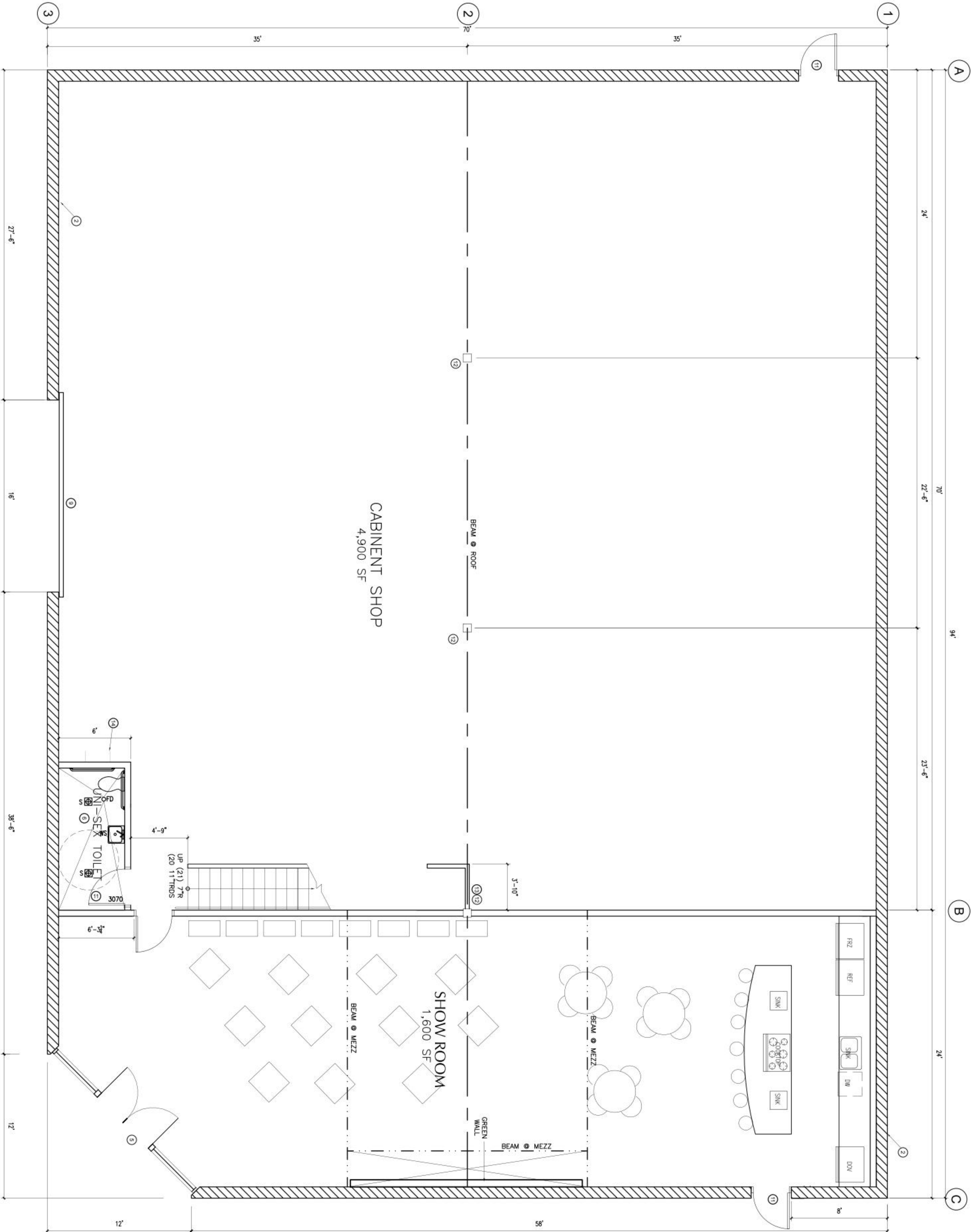
SYMBOL	PRODUCT
	SURFACE MOUNTED LIGHT
	EXTERIOR WALL SCONCE
	VANITY WALL SCONCE
	EXT DUPLEX OUTLET W/ LOCKING COVER
	HOSE BIB - LOOKING / MANUAL RESISTANT

- NOTES:
1. LED LIGHTING, TYP. PHOTO CELL ON AND TIMER OFF SWITCHING.
2. PROVIDE POWER FOR ALL EQUIPMENT PER MANUFACTURER'S INSTRUCTIONS.
3. WALK THROUGH WITH OWNER & ARCHITECT TO FINALIZE POWER & LIGHTING LOCATIONS PRIOR TO INSULATION.



MAIN FLOOR PLAN

1/4" = 1'-0"



KEY NOTES

- 1 SINGLE-PLY MEMBRANE ROOFING OVER PLYWOOD DECKING ON PREMAF. TRUSSES SLOPED TO DRAIN.
- 2 INSULATED CONCRETE FORM WALLS WITH SYNTHETIC STUCCO SYSTEM EXTERIOR. DRYWALL INTERIOR. EX COLOR P-1-1
- 3 SLAB ON GRADE WITH R-15 PERIMETER INSULATION.
- 4 (2) LAYERS TYPE "X" GYP BD BOTH SIDES OF 6" MTL. STUDS. WITH SOUND BRKS IN CAVITY
- 5 ALUMINUM STOREFRONT SYSTEM (INSULATED TEMPERED GLASS @ EXTERIOR) CUSTOM FACTORY PAINTED COLOR: P-2
- 6 ADA RESTROOM SEE DETAILS
- 7 ROOF DRAIN OVER FLOW SCUPPER. COPPER
- 8 WOOD FRAMED MEZZANINE ACCESS STAIR.
- 9 ALUM. OVERHEAD DOOR W/ INSUL. TEMP GLASS
- 10 FIN. FLOOR OVER 1 1/2" PLYWD DECKING ON PREMAF. TRUSSES
- 11 STOR/TO EXTERIOR INSUL. HOLLOW METAL DOOR & FRAME. SEE DETAILS. COLOR: P-1-1
- 12 STEEL POST TO STEEL BEAMS
- 13 MATERIAL HOST
- 14 SECURED BIKE PARKING RACKS PER CITY CODE
- 15 16" SQ. ALUMIN. WINDOWS. BLACK EXTERIOR FIN.

FINISH SCHEDULE

ROOFING:	SINGLE-PLY MEMBRANE W/ "GREEN" ROOF SYSTEM
STUCCO FINISH:	COLOR: SAGE GREEN SAND FINISH
INTERIOR GYPSUM WALLS:	COLOR: WHITE
STEEL BEAMS:	FACTORY
SCUPPERS: COPPER	NATURAL PATINA
INTERIOR RESTROOM FLOOR:	EPOXY
LIGHT FIXTURES:	BRUSHED STAINLESS STEEL
PLUMBING FIXTURES:	BRUSHED STAINLESS STEEL
BATHROOM ACCESSORIES:	BRUSHED STAINLESS STEEL
DOOR HARDWARE (ADA COMPLIANT)	BRUSHED STAINLESS STEEL
STOREFRONT	CREAM
WINDOWS	WHITE VINYL

ABBREVIATIONS

BOS BABY CHANGING STATION  
CH COAT HOOK  
GD GRAB BAR  
HD HAND DRYER  
M.O. MASONRY OPENING  
SND SANITARY NAPKIN DISPOSAL  
UH FREEZE PREVENT UNIT HEATER  
EP 100 AMP ELECTRICAL PANEL  
EM ELECTRICAL METER  
WS WALL HUNG SINK W/ FREEZE PREVENTION WIRING ON PLUMBING.

TPD TOILET PAPER DISPENSER  
HD HAND DRYER  
FD FLOOR DRAIN  
M.O. MASONRY OPENING  
HW HOT WATER TANK

LEGEND

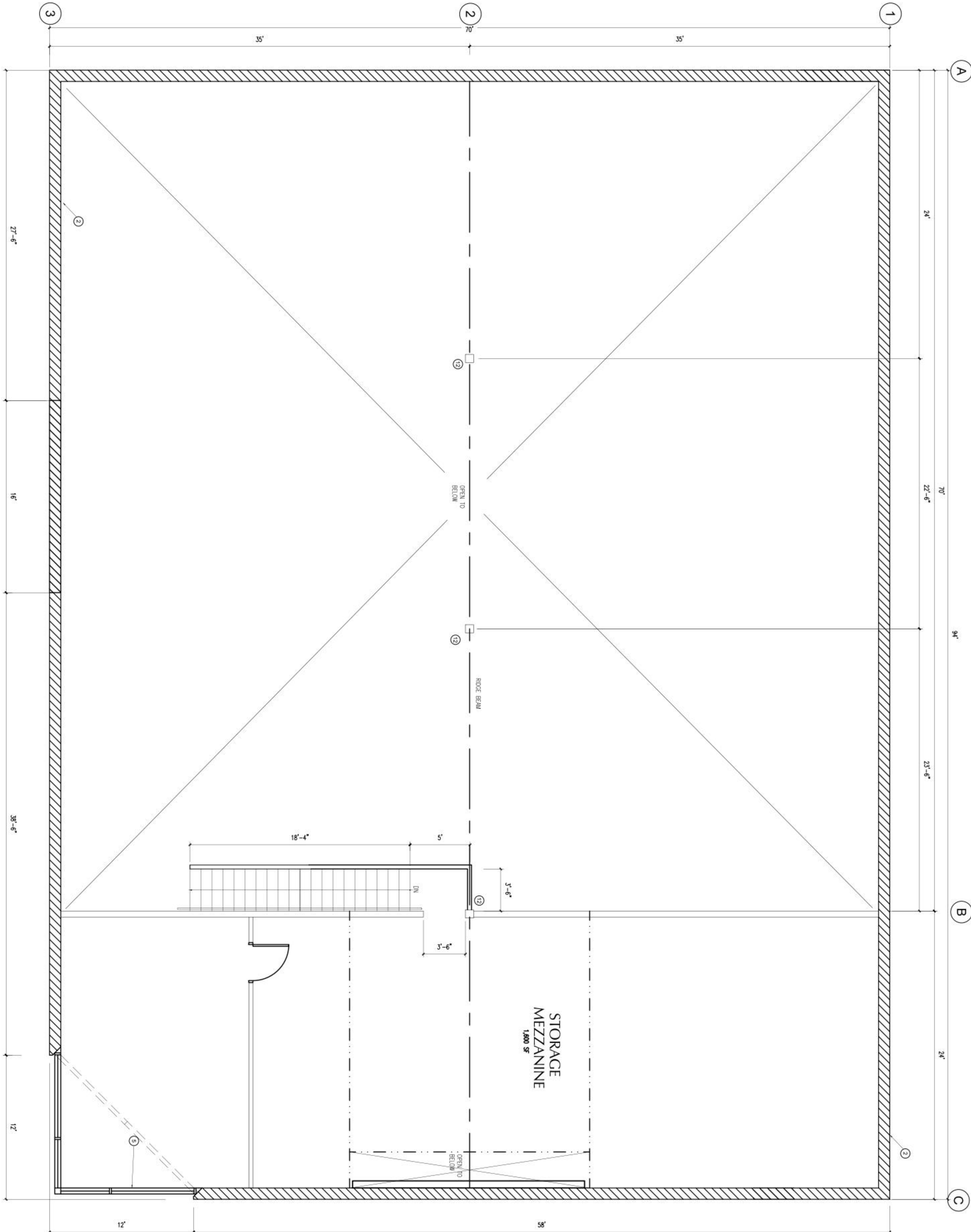
SYMBOL	PRODUCT
	SURFACE MOUNTED LIGHT
	EXTERIOR WALL SCONCE
	VANITY WALL SCONCE
	EXT DUPLEX OUTLET W/ LOCKING COVER
	HOSE BIB - LOCKING / VANDAL RESISTANT

- NOTES:
1. LED LIGHTING, TYP. PHOTO CELL ON AND TIMER OFF SWITCHING.
2. PROVIDE POWER FOR ALL EQUIPMENT PER MANF'S INSTRUCTIONS.
3. WALK THROUGH WITH OWNER & ARCHITECT TO FINALIZE POWER & LIGHTING LOCATIONS PRIOR TO INSTALLATION



MEZZ PLAN

1/4" = 1'-0"



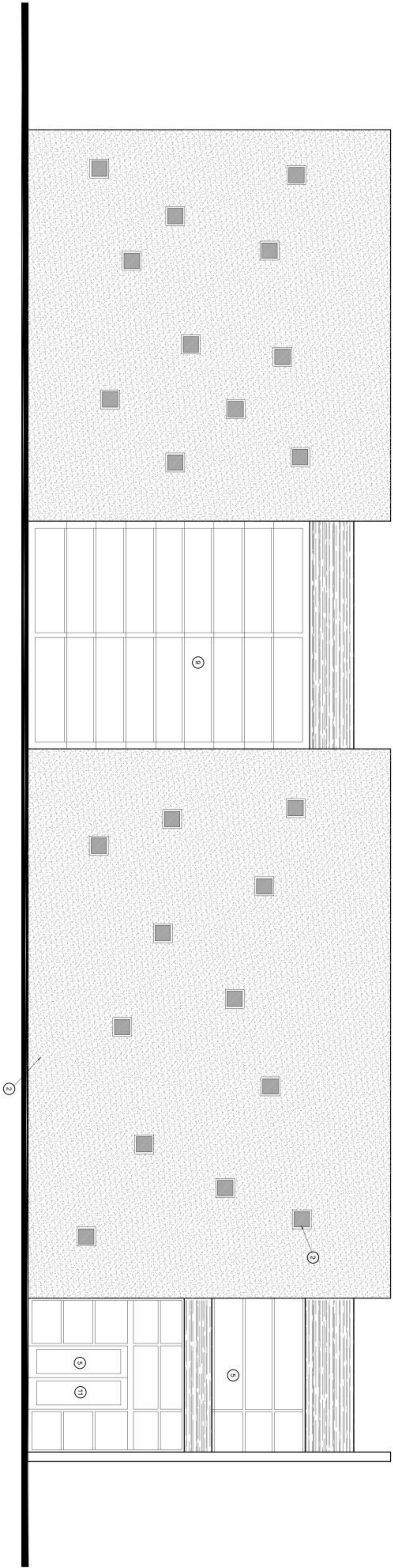
DATE:  
APR: 3-12-2019

PRECISION CABINETS MANUFACTURING FACILITY  
19224 MOLALLA AVE OREGON CITY, OR 97045

CKD BY:  
APM  
SHEET:

A2.1



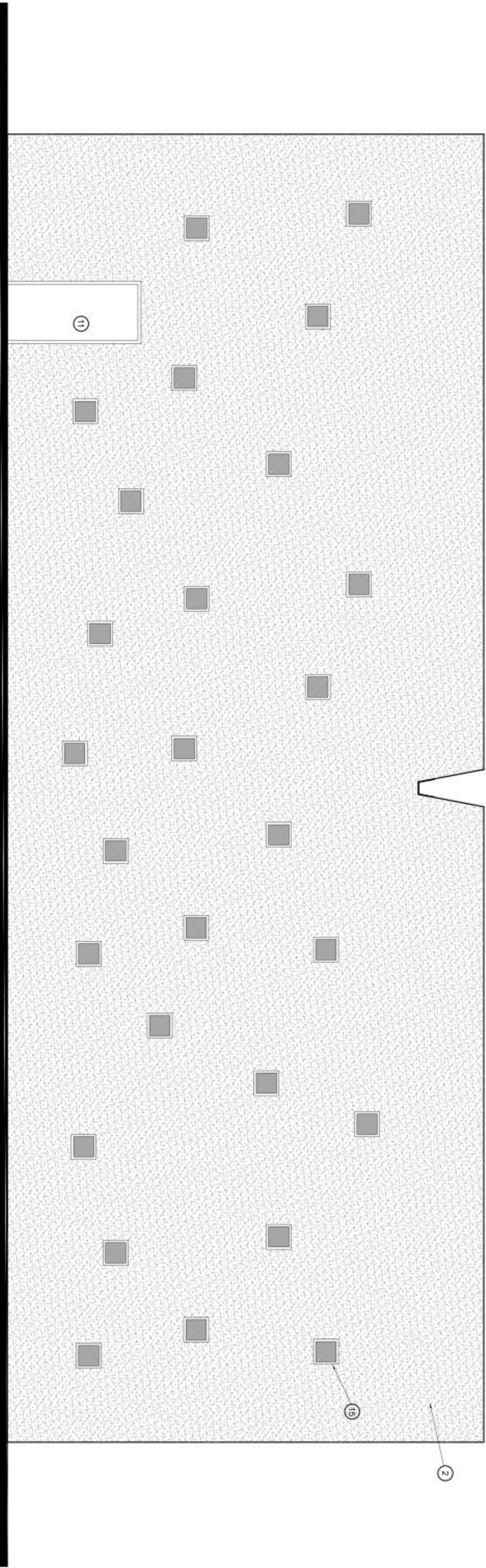


WEST ELEVATION

1/4" = 1'-0"

KEY NOTES

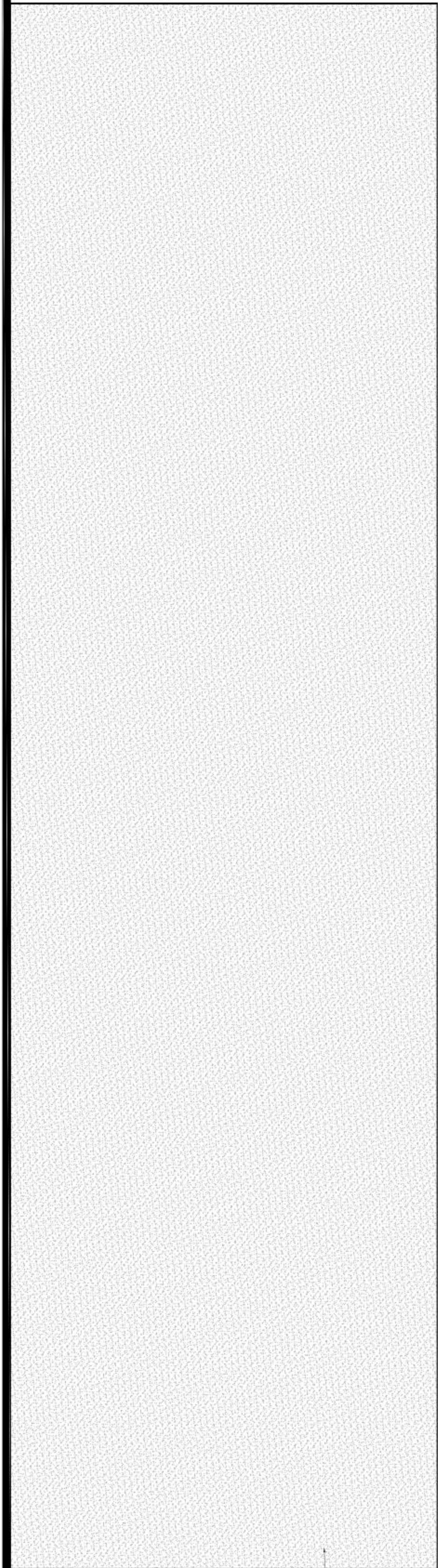
- 1 SINGLE-PLY MEMBRANE ROOFING OVER PLYWOOD DECKING ON PREMANF. TRUSSES SLOPED TO DRAIN.
- 2 INSULATED CONCRETE FORM WALLS WITH SYNTHETIC STUCCO SYSTEM EXTERIOR. DRYWALL INTERIOR. EX COLOR P-1
- 3 SLAB ON GRADE WITH R-15 PERIMETER INSULATION.
- 4 (2) LAYERS TYPE "X" GYP BD BOTH SIDES OF 6" MIL STUDS WITH SOUND BATS IN CAVITY
- 5 ALUMINUM STOREFRONT SYSTEM (INSULATED TEmPERED GLASS @ EXTERIOR) CUSTOM FACTORY PAINTED COLOR: P-2
- 6 ADA RESTROOM SEE DETAILS
- 7 ROOF DRAIN OVER FLOW SCUPPER. COPPER
- 8 WOOD FRAMED WZZAWINE ACCESS STAIR.
- 9 ALUM. OVERHEAD DOOR W/ INSUL. TEMP GLASS
- 10 FIN. FLOOR OVER 1 1/2" PLYWD DECKING ON PREMANF. TRUSSES
- 11 10X70 EXTERIOR INS. HOLLOW METAL DOOR & FRAME. SEE DETAILS. COLOR: P-1
- 12 STEEL POST TO STEEL BEAMS
- 13 MATERIAL HOIST
- 14 SECURED BIKE PARKING RACKS PER CITY CODE
- 15 16" SQ. ALUMIN. WINDOWS. BLACK EXTERIOR FIN.



NORTH ELEVATION

1/4" = 1'-0"



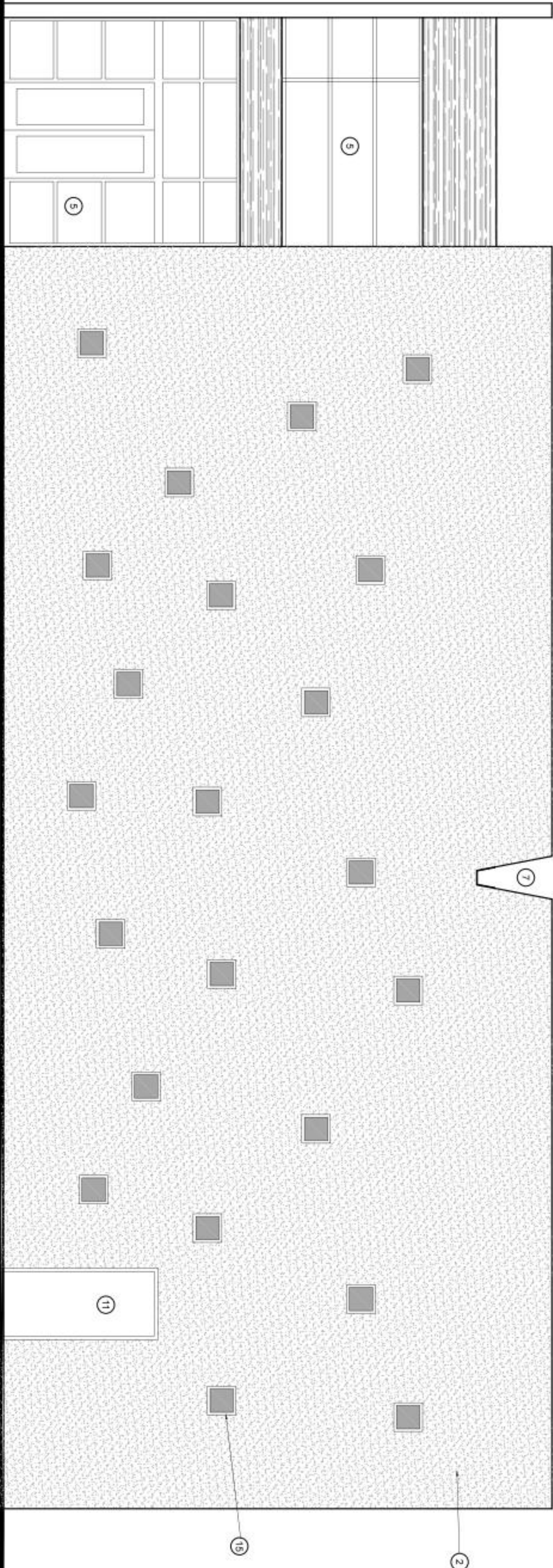


EAST ELEVATION

1/4" = 1'-0"

KEY NOTES

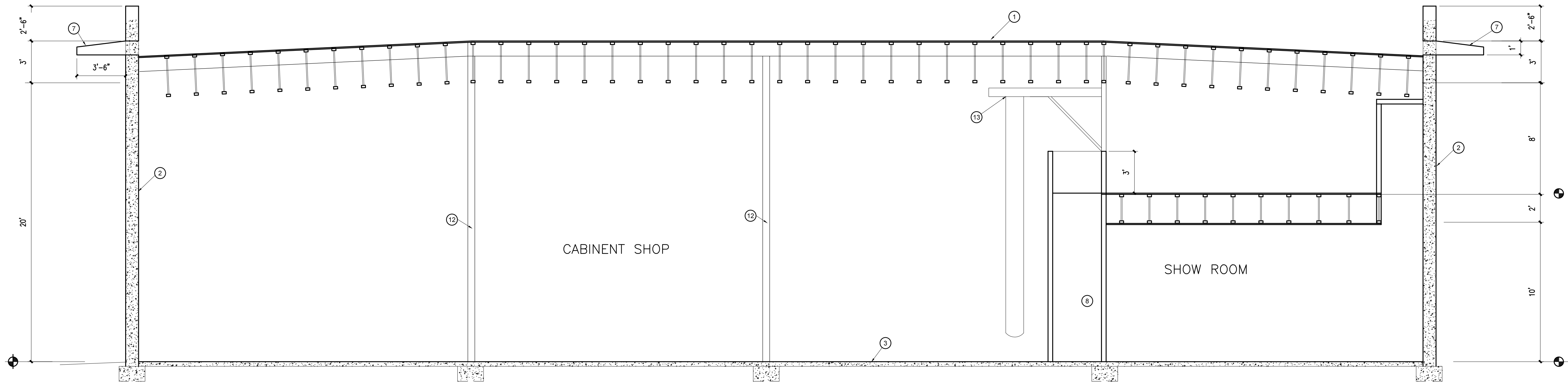
- 1 SINGLE-PLY MEMBRANE ROOFING OVER PLYWOOD DECKING ON PREPARED TRUSSES SLOPED TO DRAIN.
- 2 INSULATED CONCRETE FORM WALLS WITH SYNTHETIC STUCCO SYSTEM EXTERIOR. DRYWALL INTERIOR. EX COLOR P-1
- 3 SLAB ON GRADE WITH R-15 PERIMETER INSULATION.
- 4 (2) LAYERS TYPE "X" GYP BD BOTH SIDES OF 6" W/L STUDS, WITH SOUND BATS IN CAVITY
- 5 ALUMINUM STOREFRONT SYSTEM (INSULATED TEmPERED GLASS @ EXTERIOR) CUSTOM FACTORY PAINTED COLOR: P-2
- 6 ADA RESTROOM SEE DETAILS
- 7 ROOF DRAIN OVER FLOW SCUPPER, COPPER
- 8 WOOD FRAMED MEZZANINE ACCESS STAIR.
- 9 ALUM. OVERHEAD DOOR W/ INSUL. TEMP GLASS
- 10 FIN. FLOOR OVER 1 1/2" PLYWD DECKING ON PREPARED TRUSSES
- 11 310x70" EXTERIOR INSL. HOLLOW METAL DOOR & FRAME. SEE DETAILS. COLOR: P-1
- 12 STEEL POST TO STEEL BEAMS
- 13 MATERIAL HOST
- 14 SECURED BIKE PARKING RACKS PER CITY CODE
- 15 16" SQ. ALUMIN WINDOWS, BLACK EXTERIOR FIN.



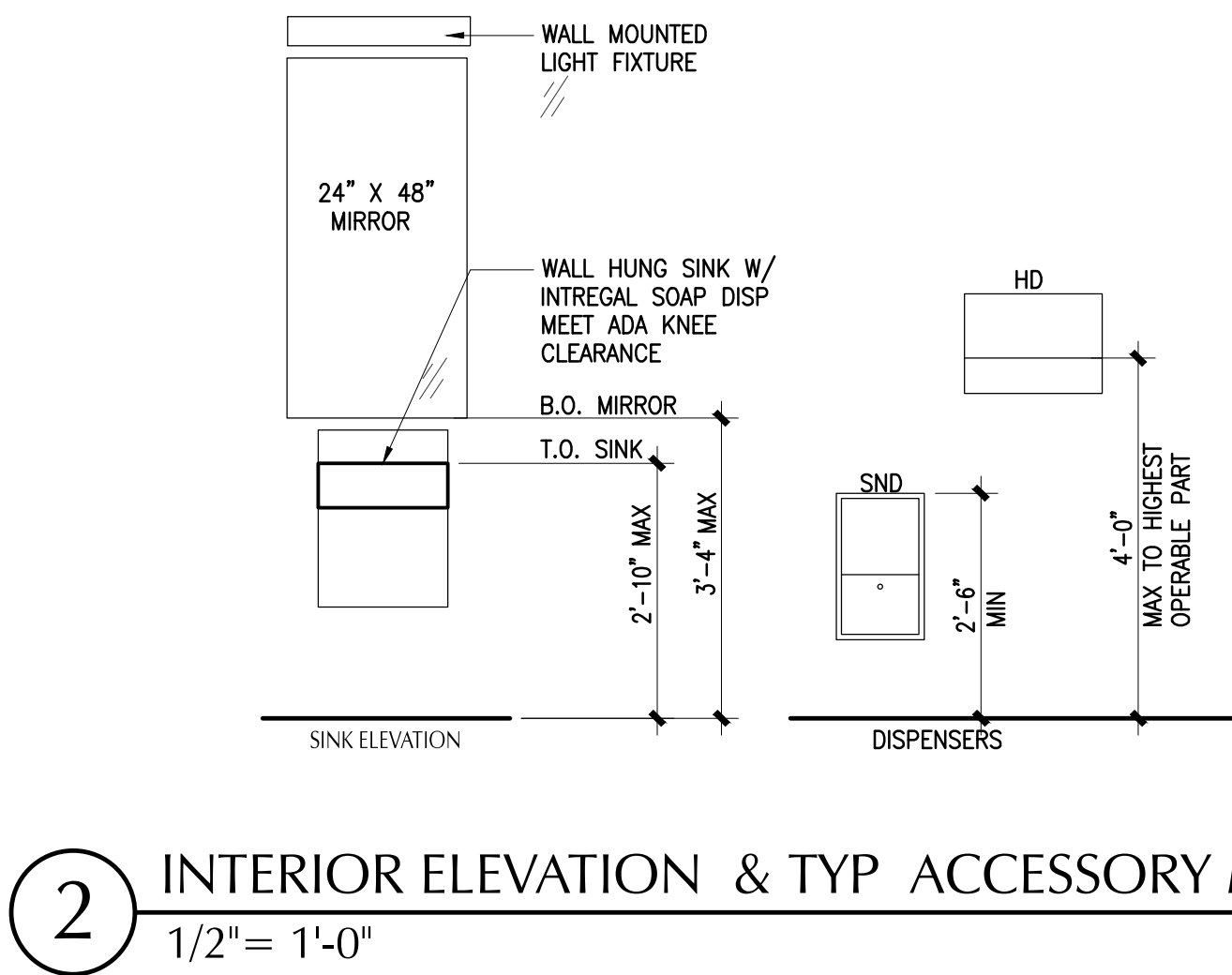
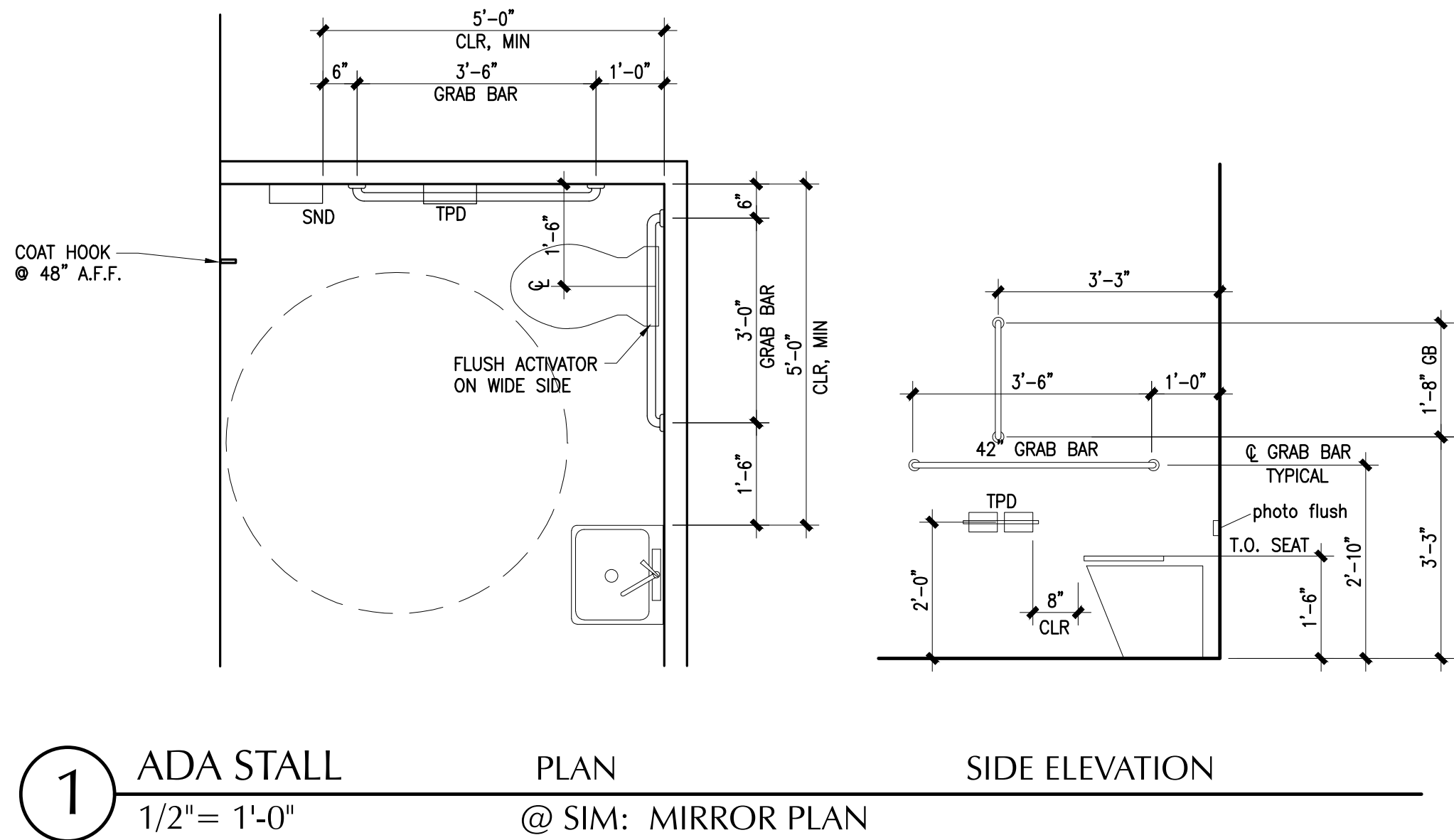
SOUTH ELEVATION

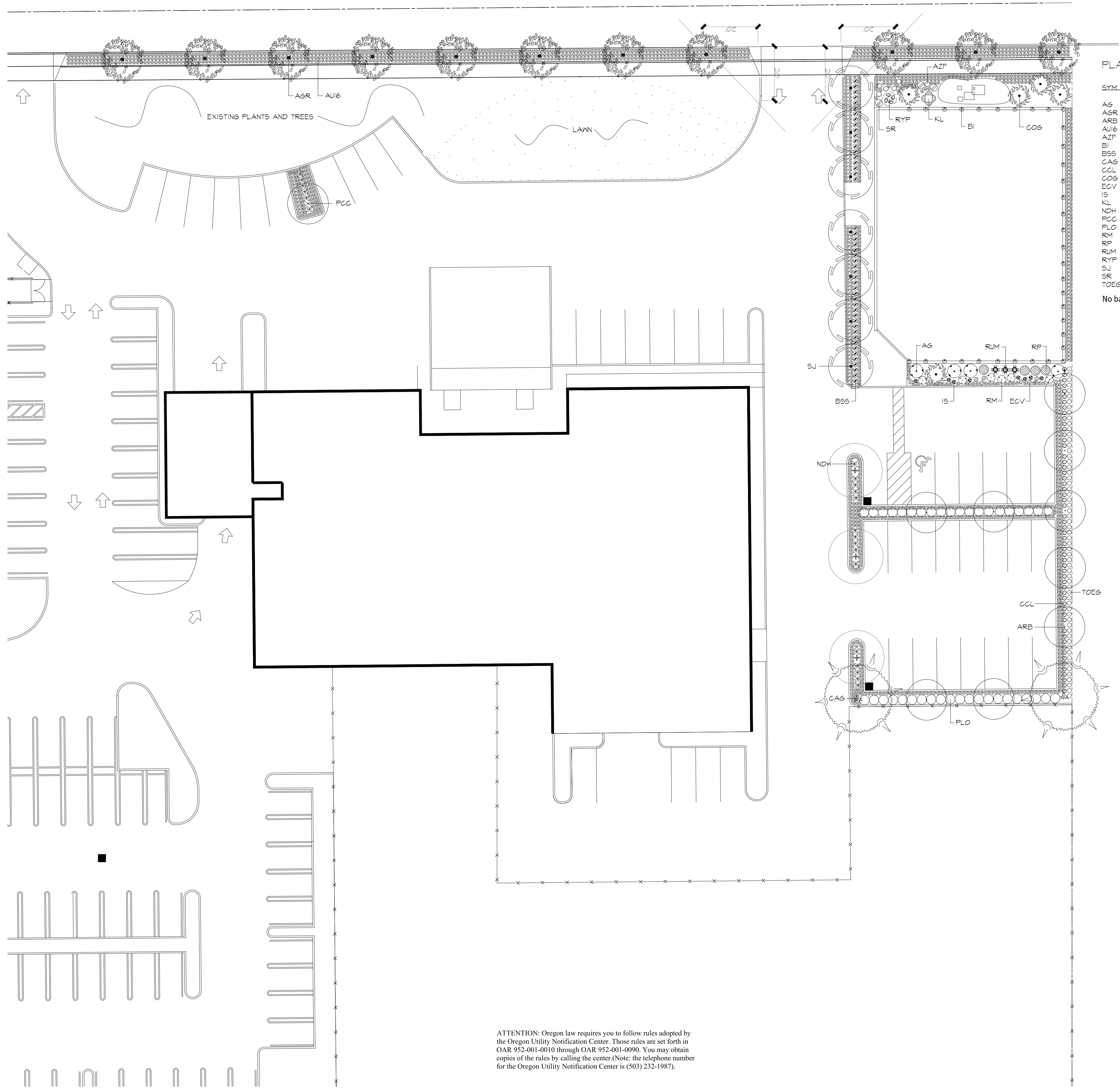
1/4" = 1'-0"





**BUILDING SECTION**  
1/4" = 1'-0"



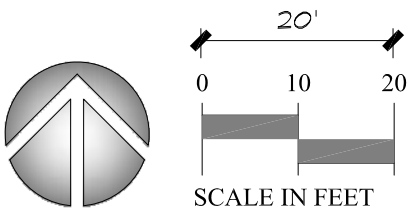


PLANT LEGEND "VERIFY ALL QUANTITIES"

SYM	#	BOTANICAL	COMMON	SIZE
AG	4	ABELIA GRANDIFLORA	GLOSSY ABELIA	5 GAL
AGR	11	ACER GRiseum	PAPERBARK MAPLE	2 IN CAL
ARB	4	ACER RUBRUM "BOWHALL"	COLUMNAR RED MAPLE	2 IN CAL
AU6	1021	ARCTOSTAPHYLOS UVAURS1-16IN-O.G.	NATIVE KINNIKINNICK	4 IN 12" OC.
AZF	6	AZALEA "FLAME CREEPER"	FLAME CREEPER AZALEA	2 GAL
BI	35	PARTHENOISSUS TRICUSPIDATA 'GREEN SHOWERS'	BOSTON IVY	1 GAL W/STAKE
BSS	40	BUXUS S. 'SUFFRUTICOSA'	DWARF ENGLISH BOXWOOD	12 IN - 15 IN
CAG	2	CEDRUS ATLANTICA GLAUCA	BLUE ATLANTIC CEDAR	6 FT - 8 FT
CCL	57	CROCOSMIA CURTANUS 'LUCIFER'	CROCOSMIA	1 GAL
COG	5	CHAMAECYPARIS OBUSA "GRACILIS"	SLENDER HINOKI CYPRESS	6 FT - 8 FT
ECV	0	ERICA CARNEA "VIVELLII"	SPRING HEATHER	1 GAL
IS	0	IBERIS SEMPERVIRENS	CANDYTUFF	1 GAL
KL	1	KALMIA LATIFOLIA 'Heart of Fire'	Heart of Fire MOUNTAIN LAUREL	5 GAL
NDH	21	NANDINA DOMESTICA 'HARBOUR DWARF'	HARBOUR NANDINA	2 GAL
FCC	1	PYRUS CALLERYANA "CAPITAL"	COLUMNAR FLOWERING PEAR	2 IN CAL
FLO	41	FRUNUS L. "OTTO-LUYKEN"	OTTO-LUYKEN LAUREL	15-18 IN
RM	6	ROSA MEIDLAND "SCARLET"	SCARLET MEIDLAND ROSE	2 GAL
RP	4	RHODODENDRON "P.J.M."	P.J.M. RHODY	2 GAL
RUM	3	RHAPHIOLEPIS U. MINOR 'GULF GREEN	DWARF YEDDO HAWTHORN	2 GAL
RYP	1	RHODODENDRON YAKU PRINCESS	YAKU PRINCESS RHODY	5 GAL
SJ	7	STYRAX JAPONICA	JAPANESE SNOWBELL	2 IN CAL
SR	3	SARGOCOCCA RUSCIFOLIA	TALL SARGOCOCCA	2 GAL
TOEG	61	THUJA O. 'EMERALD GREEN'	EMERALD GREEN ARBORVITAE	4 FT - 5 FT

No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

ATTENTION: Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0010 through OAR 952-001-0090. You may obtain copies of the rules by calling the center.(Note: the telephone number for the Oregon Utility Notification Center is (503) 232-1987).



+

EXISTING TREE (TYP.)

L1 PLANTING PLAN

MULCH

DARRELL MULCH

LANDSCAPE

ARCHITECTURE

1907 N.E. 66TH AVENUE #168

PORTLAND, OREGON 97213

(503) 222-7416 TEL

REGISTERED

315

Darrell Mulch

OREGON

10-18-93

LANDSCAPE ARCHITECT

PRECISION CABINETS MANUFACTURING FACILITY

19224 MOLALLA AVE

OREGON CITY, OR 97045

DATE: 3-4-19

PROJECT NO: X

DESIGNED: DM

DRAWN: DM

CHECKED: DM

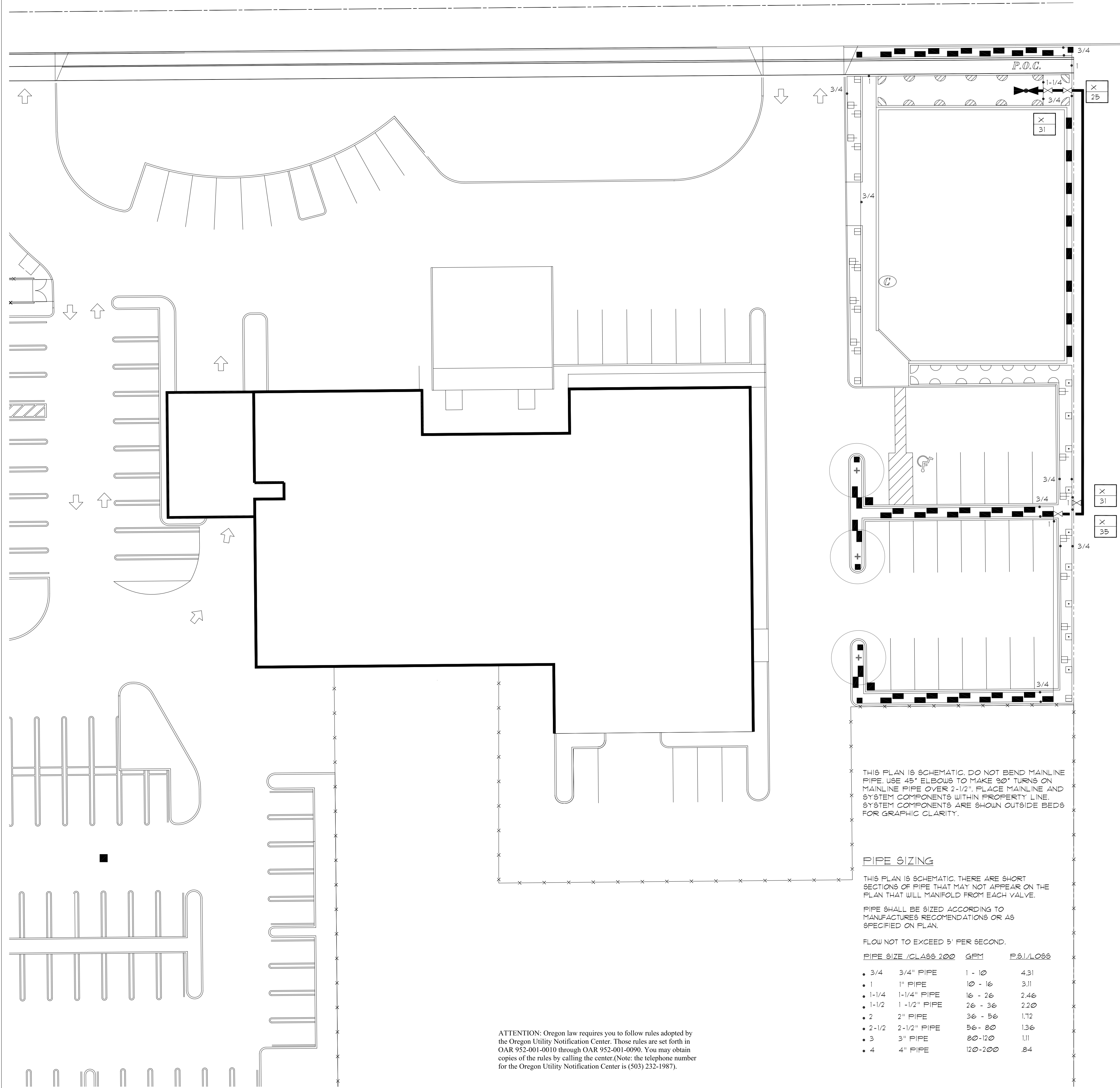
REVISIONS:

SHEET

L1

2





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IRRIGATION LEGEND

- 1-1/2" CLASS 200 PVC MAINLINE PIPE
- 1" CLASS 200 PVC LATERAL PIPE SIZE AS INDICATED ON PLAN
- SCHEDULE 40 PVC PIPE SLEEVE UNDER ALL HARD SURFACES AND THROUGH WALLS. PLACE SLEEVES WHERE NECESSARY AND/OR WHERE SHOWN ON PLAN. USE PIPE OF SUFFICIENT SIZE TO ACCOMMODATE BELL ENDS AND ANY CONTROL WIRES THAT NEED TO GO THROUGH SLEEVE. COORDINATE WITH GENERAL
- RAINBIRD ESP-LX1 CONTROLLER
- (VALVE AND CONTROLLER NUMBER OVER GPM)  
USE PRS-D OPTION ON SPRAY ZONES WITH P.S.I. EXCEEDING 10 AT P.O.C.
- 100-FEB 0-30 GPM  
150-FEB 30-15 GPM
- P.O.C. CONBRACO DOUBLE CHECK 1"

SYSTEM BASED ON 1" METER WITH 50 P.S.I. AT P.O.C. PER SHEET C23  
CONTRACTOR TO VERIFY WATER PRESSURE.

SPRAY HEAD LEGEND

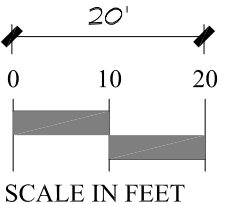
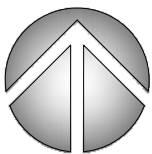
RAINBIRD 1800-PRS SERIES 1.8" PER HOUR					
SYMBOL	NOZZLE	PSI	RADIUS	ARC	GPM
○	10F	30	10' MAX.	360	1.57
◐	10H	30	10' MAX.	180	0.79
◑	10T	30	10' MAX.	120	0.52
◒	10Q	30	10' MAX.	90	0.39
◓	12F	30	12' MAX.	360	2.60
◔	12TQ	30	12' MAX.	270	1.95
◕	12H	30	12' MAX.	180	1.30
◖	12T	30	12' MAX.	120	0.87
◗	12Q	30	12' MAX.	90	0.65
●	15F	30	15' MAX.	360	3.70
◐	15TQ	30	15' MAX.	270	2.78
◑	15H	30	15' MAX.	180	1.85
◒	15T	30	15' MAX.	120	1.23
◓	15Q	30	15' MAX.	90	0.93
A	VAN	30	VARIES	VARIES	VARIES
◻	B15EST	30	6' X 13'	END	0.65
◻	B15CST	30	6' X 26'	CENTER	1.29
◻	B15SST	30	6' X 26'	SIDE	1.29
■	155Q	30	23' X 23'	SQUARE	3.73
◻	15EST	30	4' X 15'	END	0.61
◻	15CST	30	4' X 30'	CENTER	1.21
◻	15SST	30	4' X 30'	SIDE	1.21
◻	175SST	30	9' X 18'	SIDE	1.73
⊙	14Q2	30	BUBBLER	360	0.5
⊙	5F	30	5' MAX.	360	.41
⊙	5H	30	5' MAX.	180	0.2
⊙	5T	30	5' MAX.	120	0.13
⊙	5Q	30	5' MAX.	90	0.1

HEAD RISER SCHEDULE

AREA	SPRAY HEADS
LAWNS	4" (1804)-PRS
SHRUBS	6" (1806)-PRS

IRRIGATION HEAD NOTES

- USE SIDE INLETS ON 6" AND 12' SPRAY HEAD RISERS. USE BOTTOM INLETS ON SAM TYPE SPRAY HEADS.
- RADIi ARE LISTED FOR INFORMATION ONLY, USE 6' SPRAYS INSTEAD OF 10' WHERE APPROPRIATE, SPACE HEADS AS SHOWN ON DRAWINGS.
- ON B15 SPRAYS USE BUCKNER COALBRASS NOZZLES.



L2 IRRIGATION PLAN



DARRELL MULCH  
LANDSCAPE  
ARCHITECTURE

1907 N.E. 66TH AVENUE #168  
PORTLAND, OREGON 97213  
(503) 222-7416 TEL



PRECISION CABINETS MANUFACTURING FACILITY  
19224 MOLALLA AVE OREGON CITY, OR 97045

DATE: 3-4-19

PROJECT NO: X

DESIGNED: DM

DRAWN: DM

CHECKED: DM

REVISIONS:

SHEET

L2

2



GENERAL NOTES

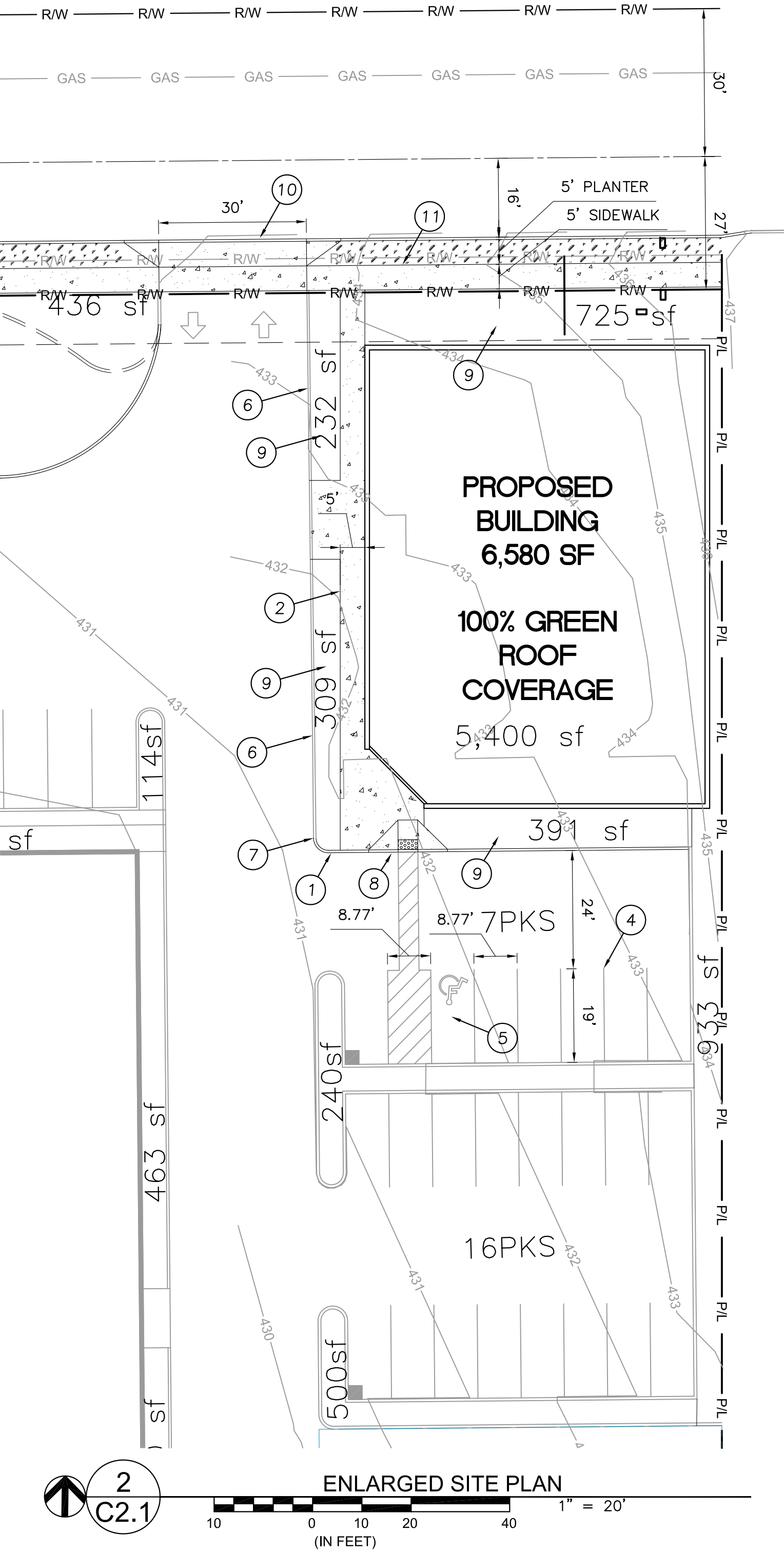
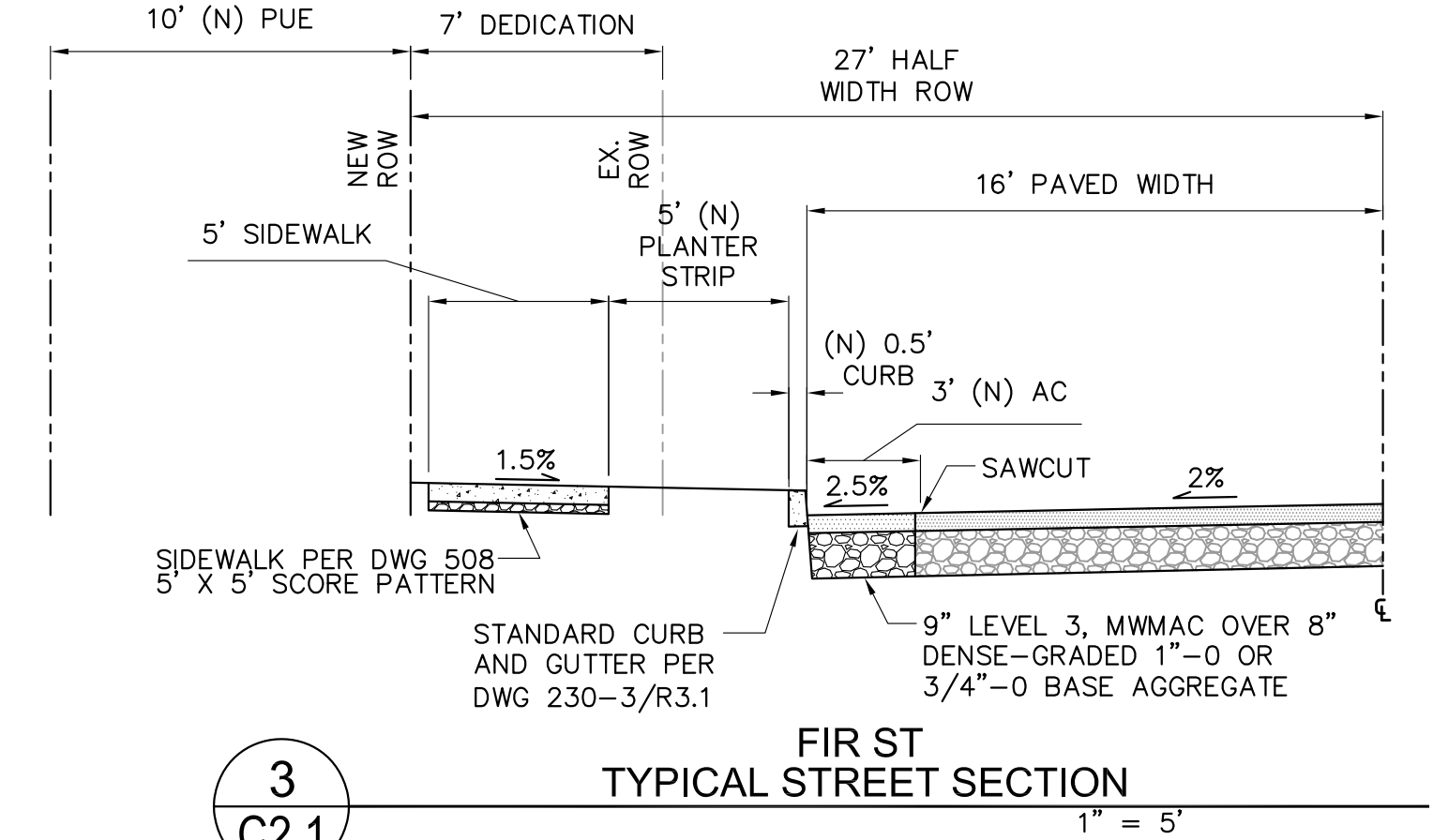
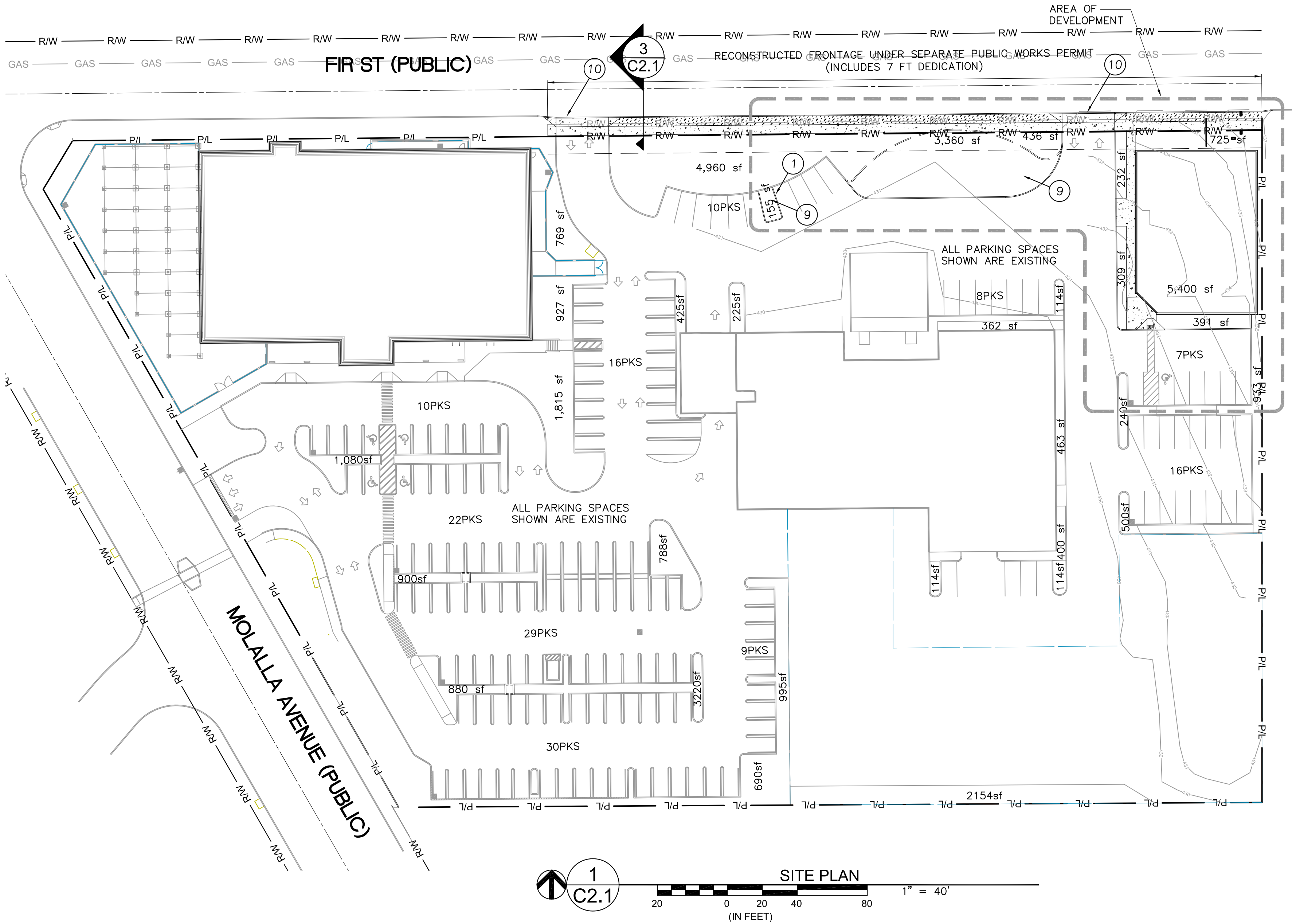
1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF OREGON CITY, THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE, AND THE INTERNATIONAL BUILDING CODE. ALL WORK IN THE PUBLIC R.O.W. REQUIRES A PUBLIC WORKS PERMIT.
2. EXCAVATION: EXCAVATE FOR SLABS, PAVING AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. EXCAVATORS MUST COMPLY WITH ORS 757.541 THROUGH 757.571; EXCAVATORS SHALL NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS 72 HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
3. EFFECTIVE EROSION CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) STANDARDS. THE GOVERNING JURISDICTION SHALL, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
4. EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE SO ROUTED THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE GOVERNING JURISDICTION MY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
5. CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS TO NEW FINISHED GRADES.
6. CONTRACTOR SHALL PROTECT ALL EXISTING STRUCTURES NOT SHOWN FOR REMOVAL. DAMAGE TO EXISTING STRUCTURES SHALL BE REPAIRED BY THE CONTRACTOR WITH CONTRACTOR'S OWN RESOURCES.
7. THE BUILDING OUTLINE SHOWN ON THIS PLAN IS SHOWN FOR REFERENCE ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION, WHETHER MEASURING, STAKING OR OTHERWISE. REFER TO ARCHITECTURAL DRAWINGS FOR ALL MEASUREMENTS, DIMENSIONS, OUTLINE AND FEATURES.
8. IF ANYTHING IS IN CONFLICT BETWEEN OFFSITE AND ONSITE PLANS, OFFSITE PLANS TAKE PRECEDENT.

CONSTRUCTION NOTES

1. CONCRETE VERTICAL CURB PER 5/C8.1.
2. CONCRETE SIDEWALK PER 6/C8.1.
3. FDC LOCATION TBD BY FIRE PROTECTION DESIGNER.
4. 4" PAINTED WHITE PARKING STRIPE.
5. ADA ACCESSIBLE PARKING PER 11/C8.1
6. PROTECT EXISTING CURB TO REMAIN.
7. MATCH EXISTING CURB.
8. ADA ACCESSIBLE CURB RAMP.
9. LANDSCAPE AREA, SEE LANDSCAPE PLANS.
10. DRIVEWAY, SEE PUBLIC IMPROVEMENT PLANS.
11. PUBLIC SIDEWALK, SEE PUBLIC IMPROVEMENT PLANS.

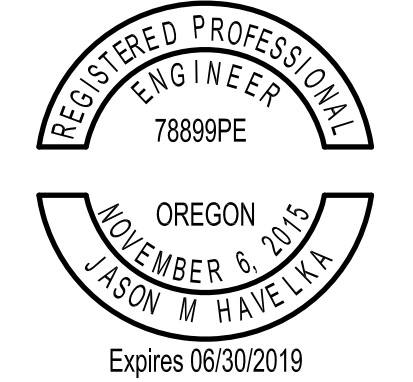
LEGEND

- EXISTING CENTERLINE
- - - P/L EXISTING PROPERTY LINE
- ==== R/W EXISTING RIGHT-OF-WAY
- ===== EXISTING CURB LINE
- ===== PROPOSED CURB LINE
- - - - - PROPOSED EASEMENT



Client  
Lizer Properties I, LLC  
9855 SE Top O Scott St  
Happy Valley, Oregon  
97086

Project  
PRECISION CABINETS  
MANUFACTURING FACILITY  
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REVISION SCHEDULE:  
REVISION DELTA ISSUE DATE

SHEET TITLE:  
**SITE PLAN**

DRAWN BY: JMH  
APPROVED BY: JMH

SHEET:

**C2.1**  
JOB NO.:  
**19-019**

DESIGN REVIEW SUBMITTAL - MARCH 2019



GRADING NOTES

1.

ROUGH GRADING: BRING ALL FINISHED GRADES TO APPROXIMATE LEVELS INDICATED. WHERE GRADES ARE NOT OTHERWISE INDICATED, FINISHED GRADES ARE TO BE THE SAME AS ADJACENT SIDEWALKS, CURBS, OR THE OBVIOUS GRADE OF ADJACENT STRUCTURE. GRADE TO UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE GRADES ARE GIVEN; OTHERWISE, GRADING SHALL ADHERE TO THE CONTOUR OR SPOT GRADE SHOWN, OR AN INTERPOLATION BETWEEN A GIVEN SPOT GRADE OR CONTOUR. ROUND OFF SURFACES, AVOID ABRUPT CHANGES IN LEVELS. ROUGH GRADE TO ALLOW FOR DEPTH OF CONCRETE SLABS, WALKS AND THEIR BASE COURSES. GRADE FOR PAVED DRIVES AND PAVED PARKING AREAS AS INDICATED AND SPECIFIED HEREIN, AND PROVIDE FOR SURFACE DRAINAGE AS SHOWN, ALLOWING FOR THICKNESS OF SURFACING MATERIAL.
2.

EXCAVATION: EXCAVATE FOR SLABS, PAVING AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. EXCAVATORS MUST COMPLY WITH ORS 757.541 THROUGH 757.571; EXCAVATORS SHALL NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS 72 HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
3.

EFFECTIVE EROSION CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) STANDARDS. THE GOVERNING JURISDICTION SHALL, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
4.

EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE SO ROUTED THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE GOVERNING JURISDICTION MY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
5.

SITE TOPSOIL SHALL BE STOCKPILED DURING CONSTRUCTION AND USED FOR LANDSCAPING TO THE EXTENT PRACTICABLE.
6.

THE BACKGROUND SURVEY INFORMATION SHOWN ON THESE PLANS WAS BASED ON AS-BUILT DRAWINGS DATED DECEMBER 29, 2009. ALL INFORMATION SHOWN SHOULD BE VERIFIED PRIOR TO EXCAVATING OR ORDERING MATERIALS. NOTIFY ENGINEER OF ANY DISCREPANCIES WITH THE SITE WITH RESPECT TO ANY ELEMENT SHOWN ON THESE PLANS.
7.

CONTRACTOR SHALL COORDINATE GRADES AT ALL BUILDING ENTRANCES WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION.
8.

CONTRACTOR TO ENSURE 1.5% MAX SLOPE AT ALL ADA-ACCESSIBLE PARKING SPACES.
9.

CONTRACTOR TO ENSURE 5% MAX SLOPE (EXCLUDING RAMPS) AND 1.5% MAX CROSS-SLOPE AT PEDESTRIAN SIDEWALK CONNECTIONS BETWEEN PUBLIC R.O.W. AND BUILDING ENTRANCES.
10.

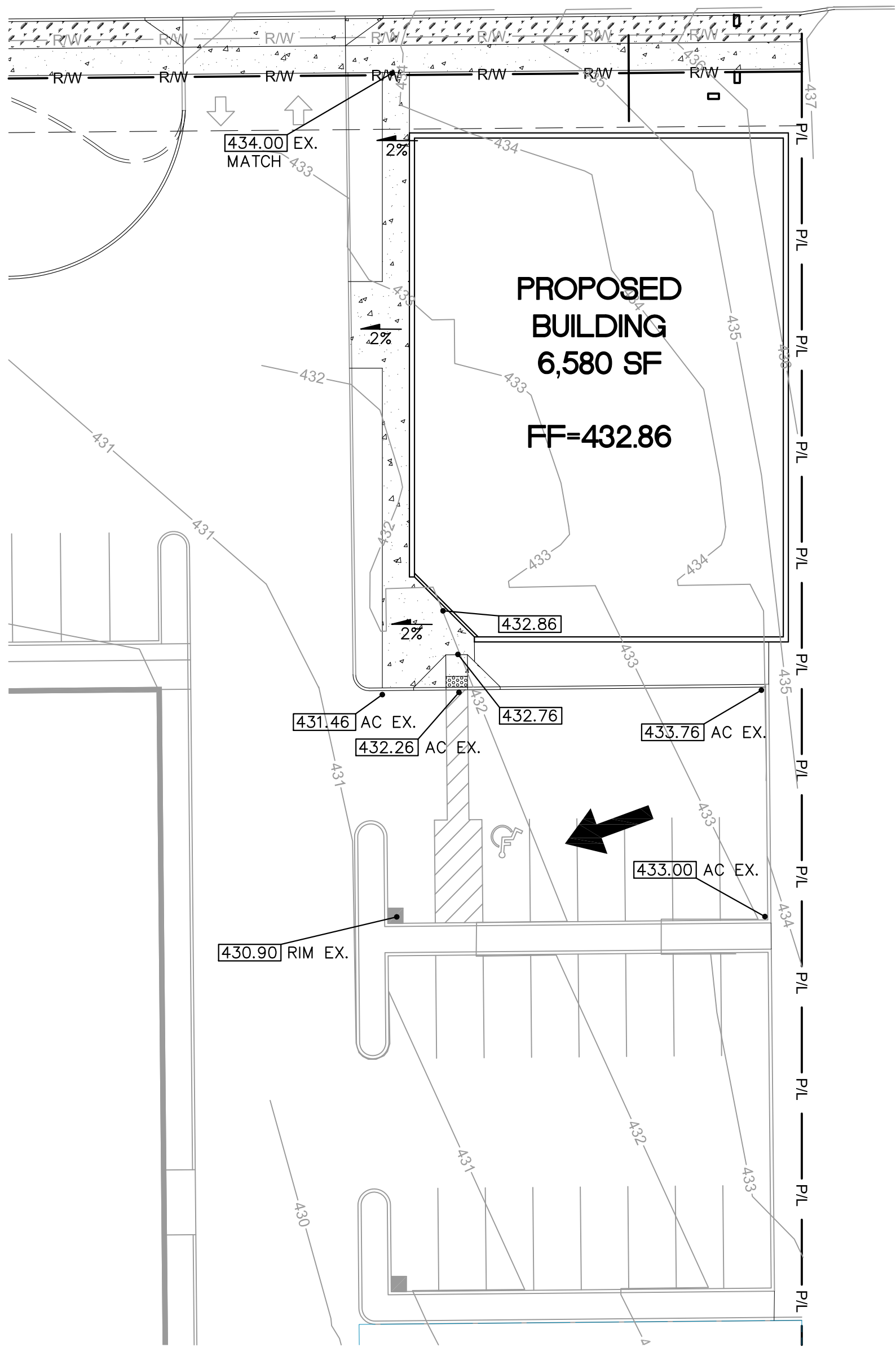
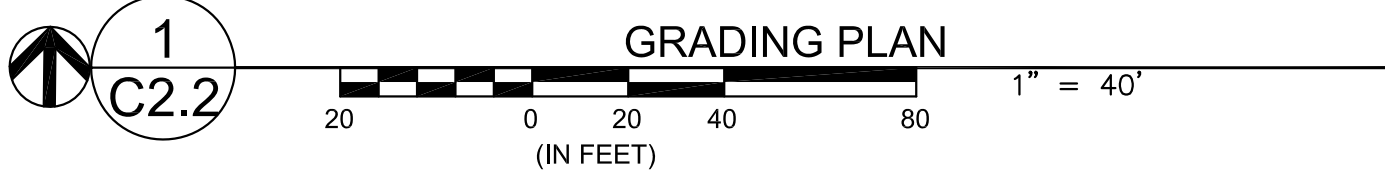
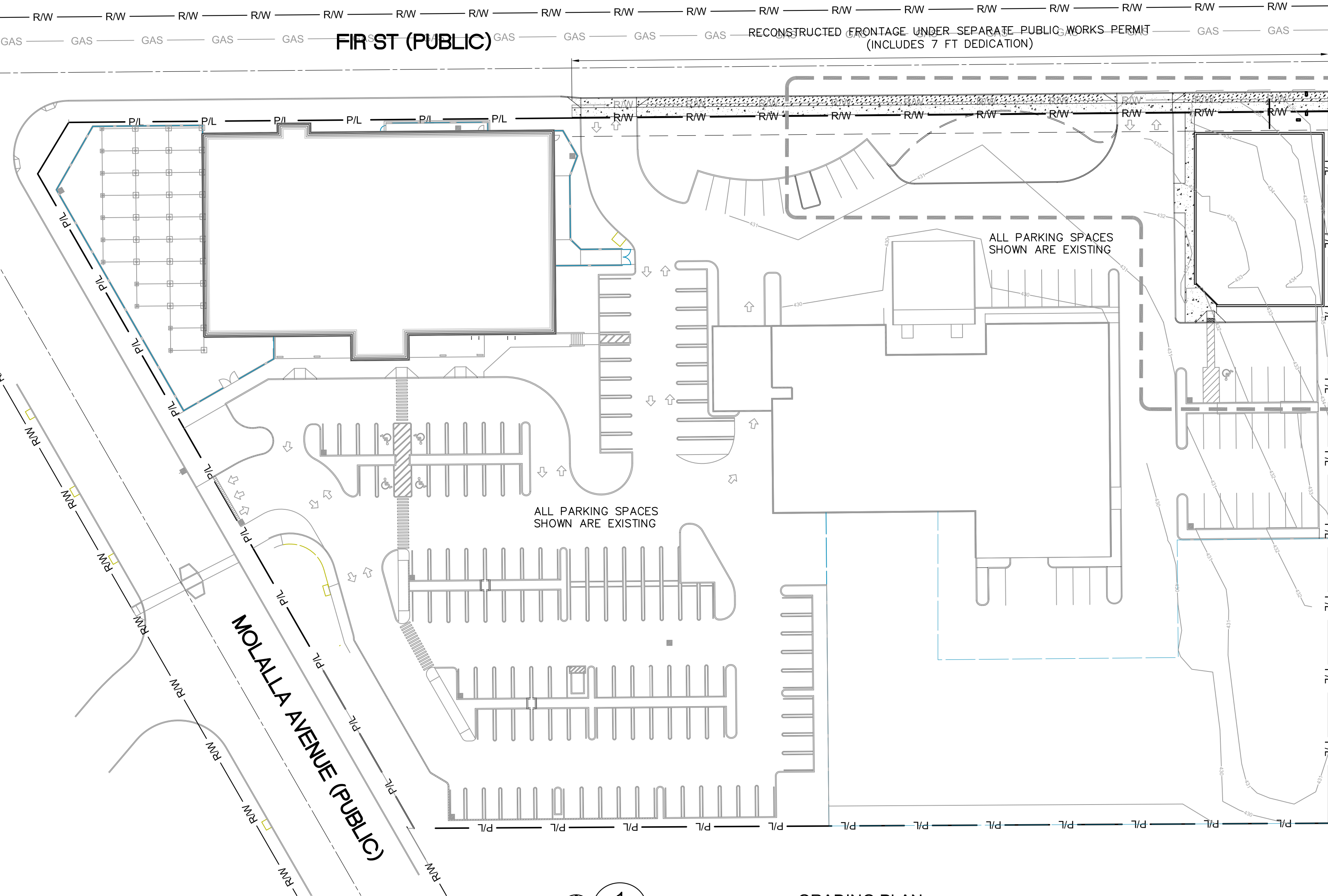
CONTRACTOR TO ENSURE ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS ARE ADJUSTED TO NEW FINISHED GRADES.
11.

CONTRACTOR TO ENSURE THE FIRST FIVE (5) FEET OF FINISHED GROUND SHALL SLOPE AWAY FROM EACH FACE OF EACH BUILDING AT A MINIMUM OF 2%.

LEGEND

<div><div>232.81</div></div>	TC	TOP OF CURB
<div><div>232.81</div></div>	AC	ASPHALT ELEVATION
<div><div>232.81</div></div>	TW	TOP OF WALL ELEVATION
<div><div>232.81</div></div>	BW	BOTTOM GRADE AT FACE OF RETAINING WALL (NOT BOTTOM OF WALL OR WALL FOOTING)
<div><div>232.81</div></div>	RIM	CATCH BASIN OR MANHOLE RIM ELEVATION
<div><div>229</div></div>		PROPOSED CONTOUR
<div><div>229</div></div>		EXISTING 1-FT CONTOUR
<div><div>230</div></div>		EXISTING 5-FT CONTOUR
<div><div></div></div>		RIDGE OR VALLEY LINE

FLOW DIRECTION ARROW



Client  
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97086

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REVISION SCHEDULE:  
REVISION DELTA ISSUE DATE

SHEET TITLE:  
GRADING PLAN

DRAWN BY: JMH  
APPROVED BY: JMH

SHEET:

C2.2

JOB NO.:

19-019

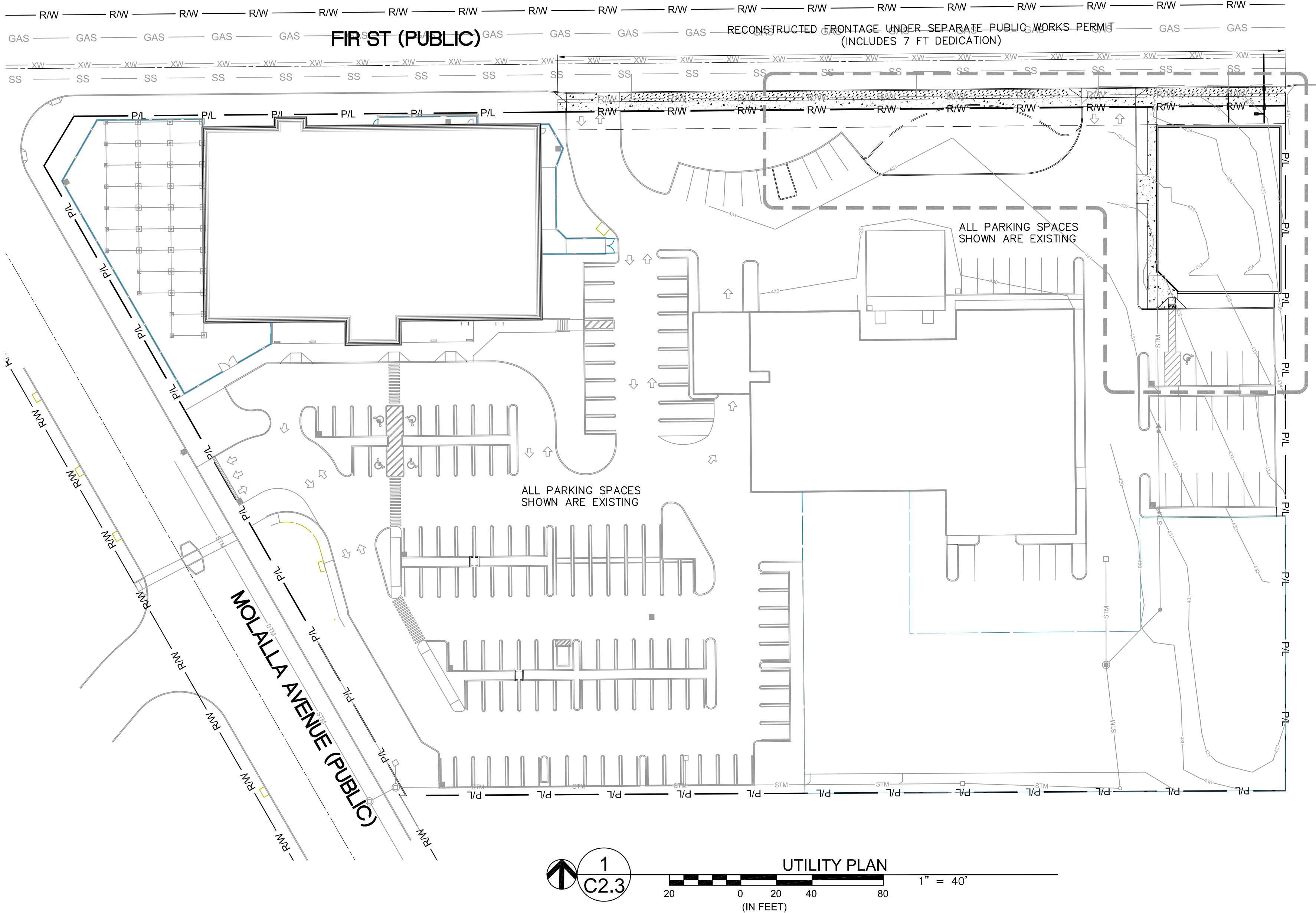
DESIGN REVIEW SUBMITTAL - MARCH 2019

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UTILITY NOTES

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF OREGON CITY, THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE, AND THE INTERNATIONAL BUILDING CODE. ALL WORK IN THE PUBLIC R.O.W. REQUIRES A PUBLIC WORKS PERMIT.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND, OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT, PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES LAYING WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING, PROVIDING SUCH IS PERMITTED BY LOCAL PUBLIC AUTHORITIES WITH JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO VERIFY EXISTING CONDITIONS WITH HIS/HER OWN RESOURCES PRIOR TO ORDERING MATERIALS, AND SHALL NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. THE INTENT OF THIS UTILITY PLAN IS TO SHOW STORM AND SANITARY MAIN LINES FURTHER THAN 5 FEET FROM FACE OF BUILDING. ANY STORM CONNECTIONS TO THE BUILDING SHOWN ARE FOR REFERENCE ONLY AND SHOULD NOT BE CONSIDERED THE SOURCE OF DOWNSPOUT OR OTHER CONNECTION TO BUILDING INFORMATION. CONTRACTOR SHALL VERIFY WITH THE ARCHITECT PRIOR TO CONSTRUCTION. ANYTHING SHOWN WITHIN 5 FEET OF THE BUILDING IS CONSIDERED ARCHITECTURAL OR PLUMBING RELATED AND CONTRACTOR SHALL VERIFY WITH ARCHITECT OR PLUMBER PRIOR TO CONSTRUCTION ANY UTILITY SHOWN WITHIN 5 FEET OF THE BUILDING. A DOWNSPOUT IS A RAIN CONVEYANCE DEVICE ATTACHED THE BUILDING, THEREFORE ARCHITECTURAL, AND IS SHOWN FOR REFERENCE ONLY. NOT ALL DOWNSPOUT LOCATIONS OR PLUMBING CONNECTIONS FOR SANITARY LINES MAY BE SHOWN. REFER TO ARCHITECTURAL PLANS OR PLUMBING PLANS FOR ALL DOWNSPOUT LOCATIONS, SIZES, CONNECTION REQUIREMENTS AND OTHER INFORMATION, AND NOTIFY ENGINEER OF ANY DISCREPANCIES WITH UTILITY PLAN.
4. PROVIDE CLEANOUTS AS REQUIRED IN THE CURRENT UNIFORM PLUMBING CODE CHAPTER 7, SECTION 707 AND 719, AND CHAPTER 11, SECTION 1103.04. NOTE: NOT ALL REQUIRED CLEANOUTS ARE SHOWN ON THE PLANS.
5. ALL STORM PIPING IS SIZED FOR A MANNING'S N VALUE = 0.013. ALL STORM PIPING IS DESIGNED USING CONCENTRIC PIPE TO PIPE AND WYE FITTINGS, UNLESS OTHERWISE NOTED.
6. PER SECTION 313.2 OF THE OREGON SPECIALTY PLUMBING CODE, UTILITIES SHOWN UNDER OR WITHIN 5' OF ANY BUILDING OR STRUCTURE (INCLUDING ANY FOUNDATION DRAINAGE PIPING), OR LESS THAN 1' BELOW THE GROUND SURFACE, ARE TO BE CONSTRUCTED OF MATERIALS OTHER THAN THOSE APPROVED TO BE USED UNDER OR WITHIN A BUILDING. TABLE 7-1 AND SECTION 1101.3 LISTS APPROVED PIPE MATERIAL FOR SANITARY AND STORM DRAINAGE, RESPECTIVELY.
7. VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES BY POTHOLING PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
8. CONTRACTOR TO MAINTAIN A MINIMUM OF 3' OF COVER OVER ALL WATER LINES.
9. CONTRACTOR TO MAINTAIN A MINIMUM OF 18" OF COVER OVER ALL STORM LINES IN LANDSCAPED AREAS AND 24" OF COVER IN PAVED AREAS. STORM LINES MAY HAVE LESS THAN 18" OF COVER BUT NOT LESS THAN 12" OF COVER IN PAVED AREAS WHEN DUCTILE IRON PIPE IS USED. NOTIFY ENGINEER OF ANY DISCREPANCIES.
10. CONTRACTOR IS RESPONSIBLE FOR COMPATIBILITY BETWEEN PIPE MATERIALS, FITTINGS AND APPURTENANCES.
11. FOOTING DRAINS ARE REQUIRED AT ALL FOUNDATIONS AND BACK OF RETAINING WALLS PER PLUMBING CODE.
12. WHERE CONNECTING TO AN EXISTING PIPE, AND PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE AND VERIFY THE LOCATION, SIZE, AND ELEVATION WITH HIS/HER OWN RESOURCES, AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
13. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL HYDRANTS, FIRE SUPPRESSION AND FIRE SPRINKLER SYSTEMS SHALL ALSO COMPLY WITH THE LOCAL FIRE DISTRICT REQUIREMENTS.
14. CONTRACTOR IS RESPONSIBLE TO OBTAINING THE DESIGN, PERMITTING, ACQUISITION OF ALL REQUIRED ELEMENTS, FOR COMPLETE INSTALLATION OF ELECTRICAL SERVICE TO VAULTS FOR SUMP PUMPS, INCLUDING SUMP PUMP AND PIPING.
15. ALL 4" WATER LINE AND ABOVE SHALL BE C900 OR APPROVED EQUAL. ALL WATER LINE LESS THAN 4" SHALL FOLLOW THE CURRENT EDITION OF THE OREGON SPECIALTY PLUMBING CODE. ALL WATER LINE SHALL CARRY A MINIMUM 200 PSI TEST PRESSURE OR AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION.
16. LOCATION AND SIZE OF UTILITY VAULTS SHOWN IS APPROXIMATE ONLY. CONTRACTOR SHALL COORDINATE LOCATION, SIZE AND PLACEMENT OF ALL VAULTS WITH AUTHORITY HAVING JURISDICTION PRIOR TO ORDERING MATERIALS. NOTIFY ENGINEER OF ANY DISCREPANCIES.
17. SET VAULT LIDS 3 INCHES HIGHER THAN SURROUNDING GROUND IN LANDSCAPED AREAS OR FLUSH WITH FINISHED SURFACE, OR PER LOCAL JURISDICTION STANDARDS. NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO INSTALLATION.
18. CONTRACTOR IS RESPONSIBLE FOR INSTALLING UTILITY LINES OUT OF THE ZONE OF INFLUENCE OF ALL BUILDING AND OTHER FOOTINGS PER 10/C8.1.

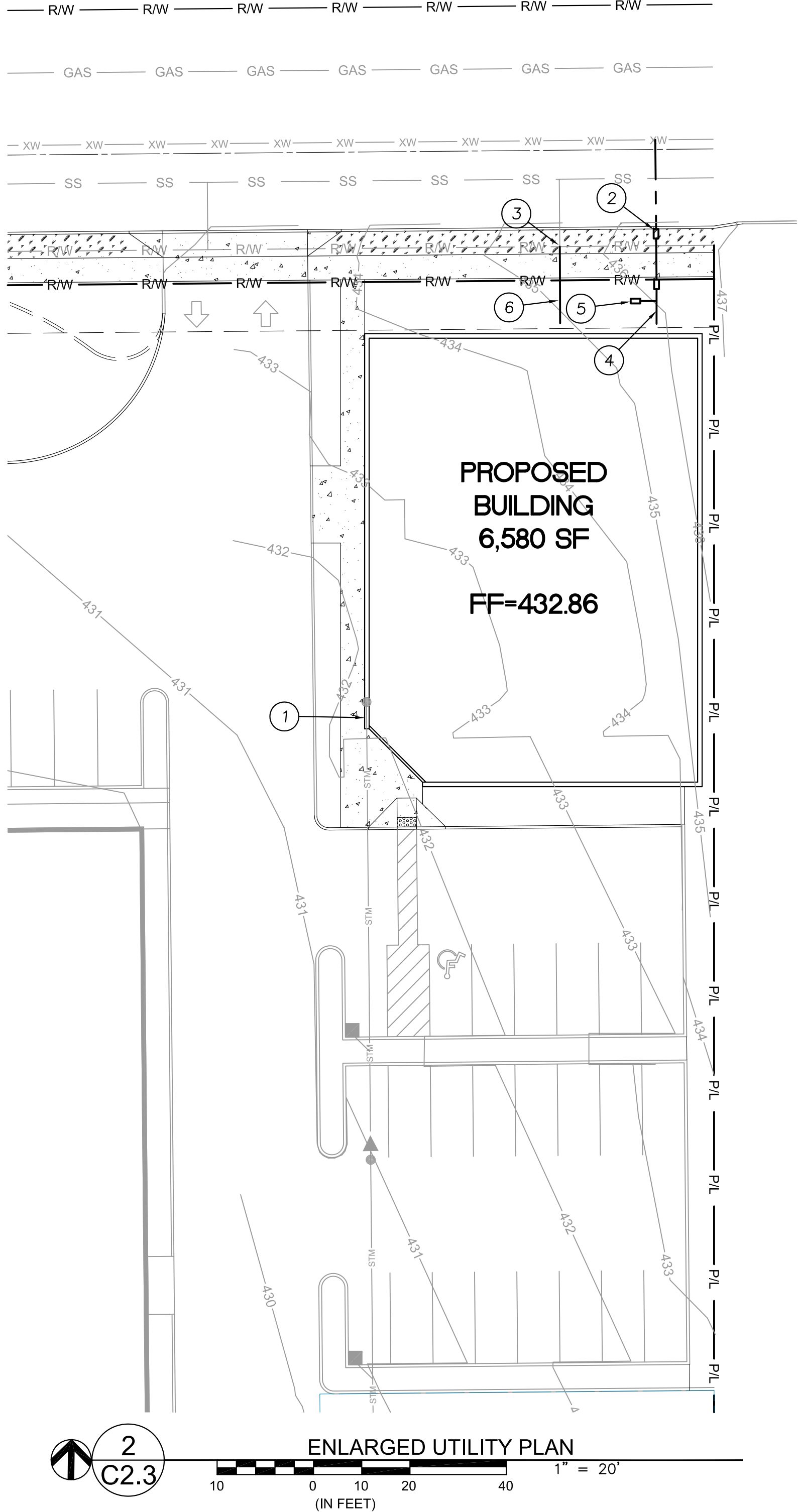


LEGEND

- 229 — PROPOSED 1-FEET CONTOUR
- 230 — PROPOSED 5-FEET CONTOUR
- 229 — EXISTING 1-FEET CONTOUR
- 230 — EXISTING 5-FEET CONTOUR
- SS — PROPOSED SANITARY SEWER
- ST — PROPOSED STORM SEWER
- — PROPOSED WATER LINE
- — PROPOSED FOOTING DRAIN/RETAINING WALL DRAINAGE
- — PROPOSED WATER METER
- EXISTING CATCH BASIN
- EXISTING MANHOLE

UTILITY KEYNOTES

1. RELOCATE EXISTING STORM LINE FROM UNDER BUILDING FOOTINGS. PROVIDE CONNECTION FROM ROOF DRAINS AND OVERFLOW TO STORM LINE.
2. INSTALL 1" METER WATER SERVICE UNDER SEPARATE PERMIT. VERIFY AND COORDINATE WITH PLUMBING PLAN AND FIXTURE COUNTS.
3. CONNECT TO SANITARY LATERAL AT ROW. VERIFY EXISTING SANITARY LATERAL AT ROW FROM MAIN. INSTALLATION OF NEW SANITARY LATERAL IN ROW, IF REQUIRED, UNDER SEPARATE PUBLIC WORKS PERMIT.
4. INSTALL 1" WATER LINE FROM METER TO BUILDING.
5. INSTALL BRANCH AND BACKFLOW PREVENTION FOR LANDSCAPE IRRIGATION. SEE IRRIGATION PLANS.
6. 6" SAN @ 2% MIN.



Client  
Lizer Properties I, LLC  
9855 SE Top O Scott St  
Happy Valley, Oregon  
97086

Project  
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REVISION SCHEDULE:  
REVISION DELTA ISSUE DATE

SHEET TITLE:  
UTILITY PLAN

DRAWN BY: JMH  
APPROVED BY: JMH

SHEET:

C2.3

JOB NO.:

19-019

DESIGN REVIEW SUBMITTAL - MARCH 2019



LEGEND

FINISHED GRADE CONTOUR (1 FT)

102

COMPOST BLANKET



FINISHED GRADE CONTOUR (5 FT)

100

SEEDING & MULCHING



SEDIMENT BARRIER (PERIMETER)

X X

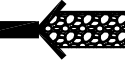
CONCRETE WASH AREA



SEDIMENT BARRIER (INTERIOR)

XX

OUTLET PROTECTION



ORANGE CONSTRUCTION FENCE / 6' CHAIN LINK

o o

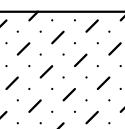
ROCK FILTER BERM



BRUSH BARRIER

~ ~ ~

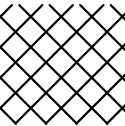
TEMPORARY SLOPE STABILIZATION MEASURES



CHECK DAM

|||||

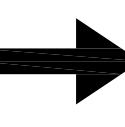
LONG TERM SLOPE STABILIZATION MEASURES



CONSTRUCTION ENTRANCE

|||||

DRAINAGE FLOW DIRECTION



DIVERSION DIKE

|||||

DIVERSION SWALE

|||||

DIVERSION DIKE/SWALE

|||||

INLET PROTECTION

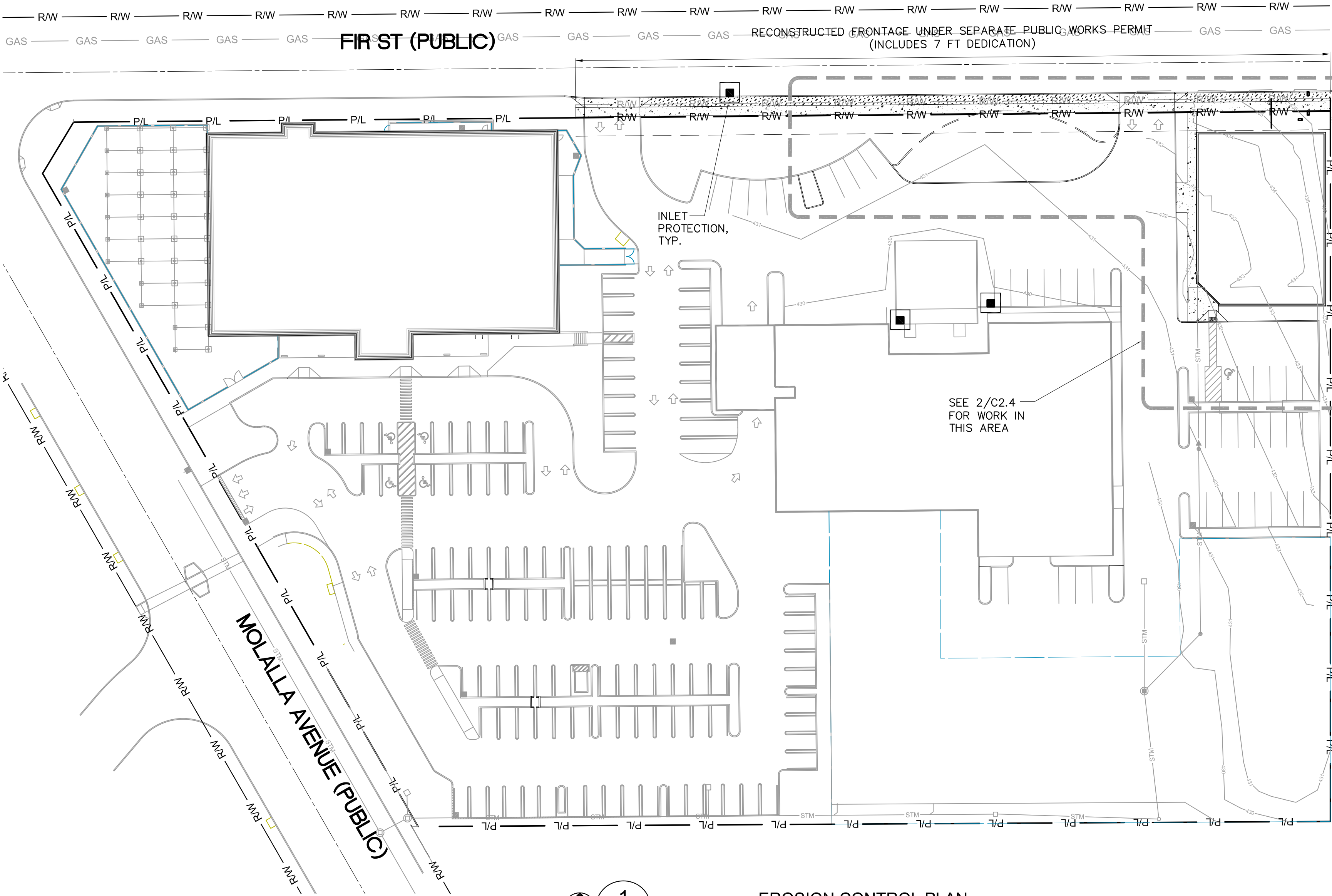
■

SEDIMENT MAT

|||||

TEMPORARY SLOPE DRAIN

|||||

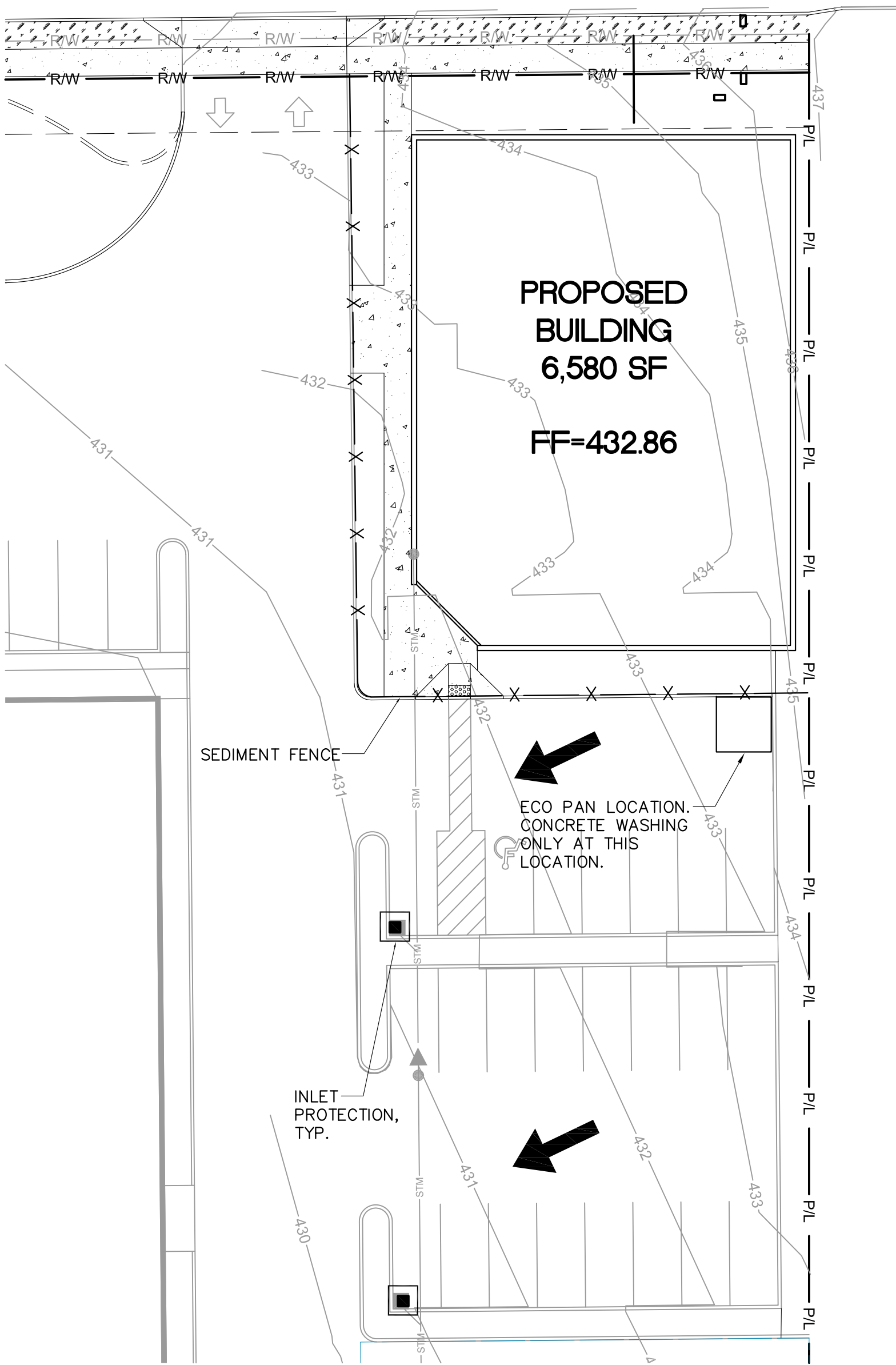


1  
C2.4

EROSION CONTROL PLAN

0 20 40 80  
(IN FEET)

1" = 40'



2  
C2.4

ENLARGED EROSION CONTROL PLAN

0 10 20 40  
(IN FEET)

1" = 20'

Client

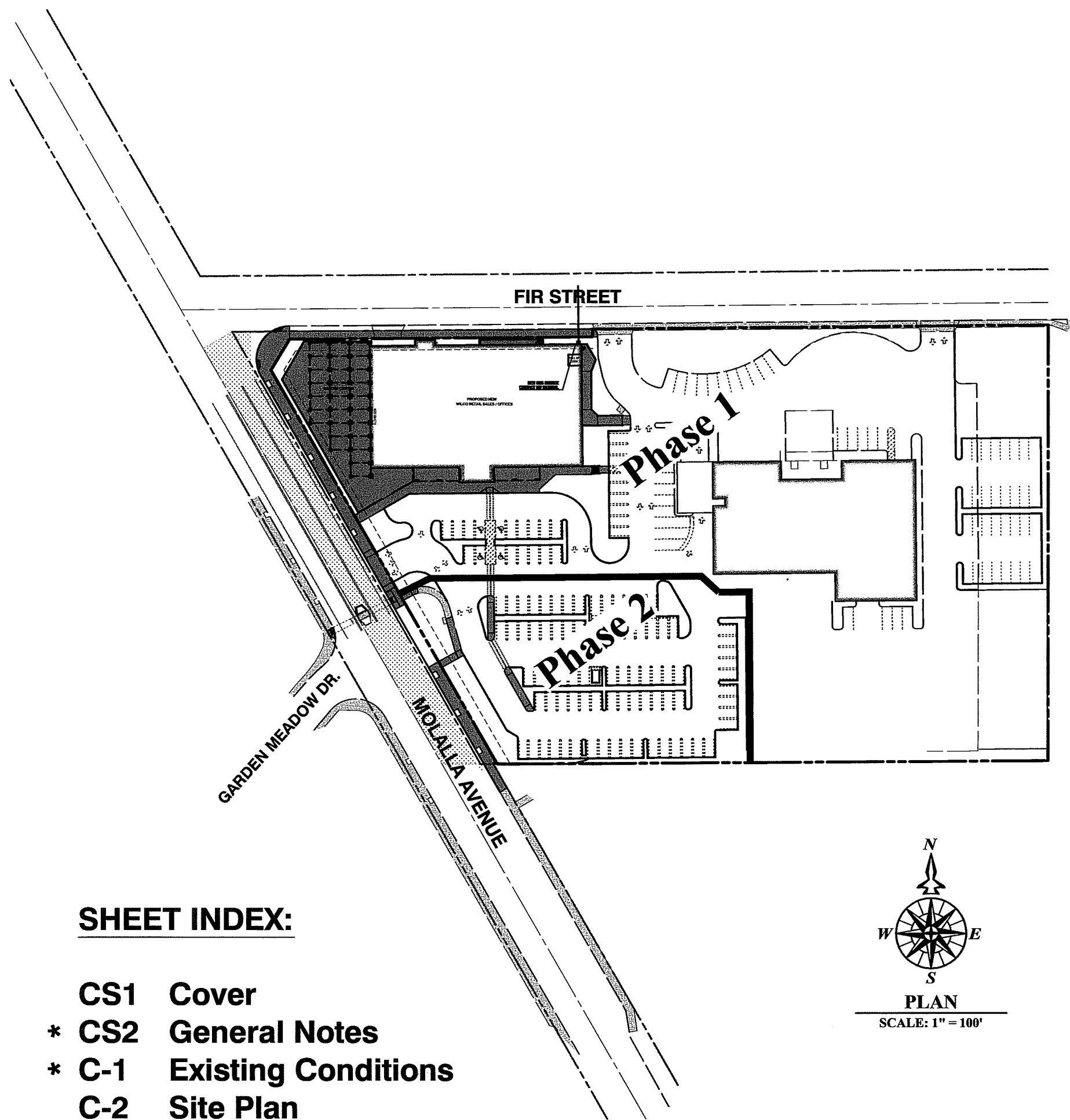
Lizer Properties I, LLC  
9855 SE Top O Scott St  
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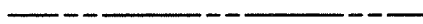

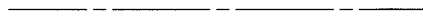

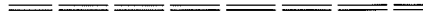

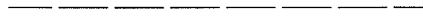

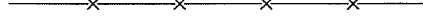

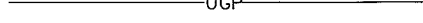





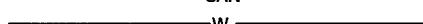





















WILCO FARMS  
City File No. MD-07-04



SHEET INDEX:

- CS1 Cover
- \* CS2 General Notes
- \* C-1 Existing Conditions
- C-2 Site Plan
- C-3 Street Profiles and Details
- \* C-4 Curb Profiles
- C-5 Storm Drainage Plan
- C-6 Storm Drainage Profiles and Details
- C-7 Sanitary, Water and Utility Plan
- \* C-8 Grading and Erosion Control Plans
- \* A NPDES Erosion and Sediment Control Cover Sheet
- \* B NPDES Grading Street and Utility Construction Erosion and Sediment Control Plan
- \* C NPDES Clearing and Demolition Erosion and Sediment Control Plan
- \* D-1 Standard Details
- \* D-2 Standard Details
- \* D-3 Molalla Avenue Streetscape Standards
- \* D-4 Molalla Avenue Streetscape Standards
- \* L-1.1 Landscape Plan
- \* L-1.2 Landscape Plan
- \* L-1.3 Landscape Plan
- \* L-1.4 Landscape Plan
- \* E-1 Electrical Plan
- \* (See Scanned)

Submitted Under  
Separate Cover  
for 1200C Permit

LEGEND			
	EXISTING CONIFEROUS TREE		EXISTING RIGHT-OF-WAY
	EXISTING UTILITY POLE		EXISTING CENTERLINE
	EXISTING LIGHT		EXISTING CURB
	EXISTING UTILITY RISER		EXISTING EDGE OF PAVEMENT
	EXISTING POWER METER		EXISTING FENCE LINE
	EXISTING GAS VALVE		EXISTING POWER LINE
	EXISTING GAS METER		EXISTING GAS LINE
	EXISTING TRAFFIC SIGN		EXISTING STORM SEWER LINE
	EXISTING MAILBOX		EXISTING SANITARY SEWER LINE
	EXISTING BASKETBALL HOOP		EXISTING WATER LINE
	EXISTING STORM MANHOLE		PROPERTY BOUNDARY
	EXISTING CATCH BASIN		NEW CURB
	EXISTING ROOF DRAIN		NEW EDGE OF PAVEMENT
	EXISTING CLEANOUT		NEW FENCE LINE
	EXISTING SANITARY MANHOLE		NEW STORM SEWER LINE
	EXISTING WATER METER		NEW WATER LINE
	EXISTING WATER VALVE		NEW SIDEWALK
	EXISTING FIRE HYDRANT		NEW PAVEMENT
	NEW CATCH BASIN		EXISTING CONCRETE
	NEW CLEANOUT		

AS-BUILT  
DATE: December, 2009

12/29/2009	4	AS-BUILTS	DRAWN BJS	DESIGNED BDG	CHECKED BDG
10/01/2008	3	MODIFY EMPLOYEE PARKING			
09/25/2008	2	REVISED PER CITY REVIEW			
07/11/2008	1	REVISED PER CITY REVIEW			
DATE	NO.	REVISION	PLAN 06-6235-3182	6235 Civil	

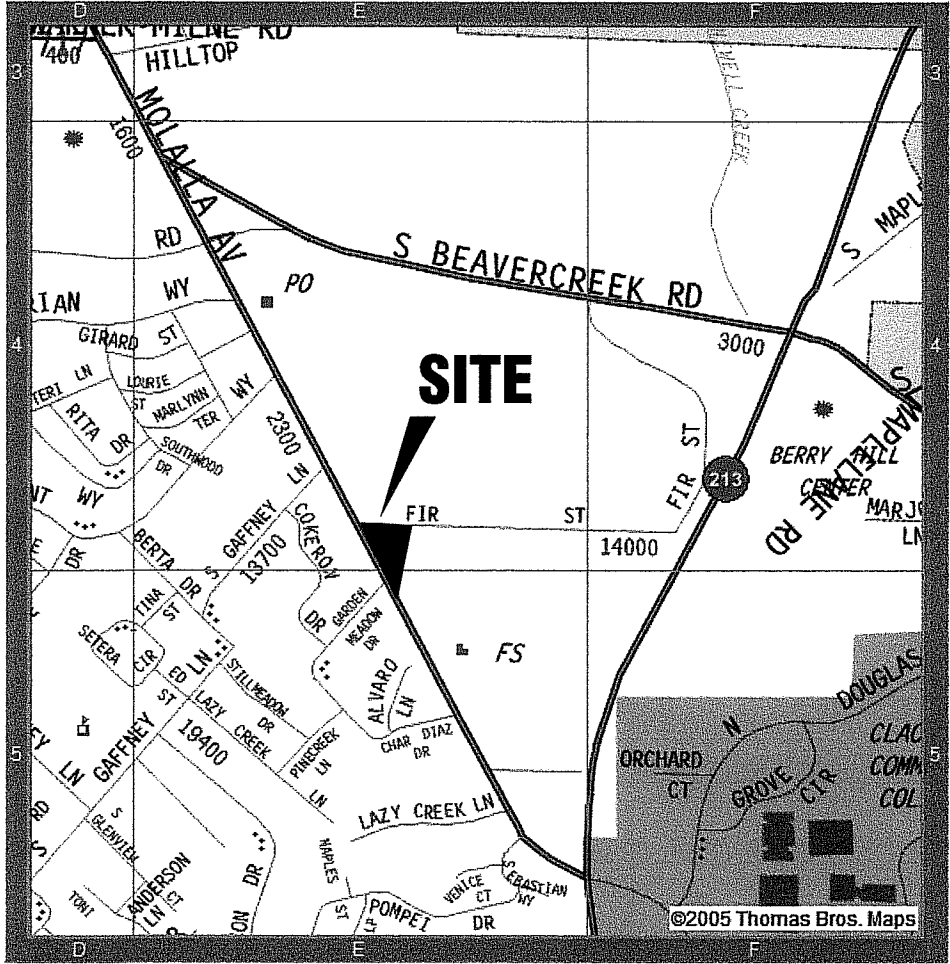


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(503) 653-9095 FAX

Building Structures  
P.O. Box 69  
Boring, Oregon  
503-663-4343

Wilco Farms Expansion  
Molalla Avenue  
Oregon City, Oregon

30070.00  
Existing Conditions



VICINITY MAP  
SCALE: NTS

ARCHITECT:  
William Blue Architect  
111 Ostervold Rd.  
Cathlamet, Washington 98612  
Phone: 503-467-9951

LANDSCAPE:  
Beighley and Associates  
12890 NW Cornell Rd.  
Portland, Oregon 97229  
Phone: 503-543-4796

CIVIL:  
Compass Engineering  
4105 SE International Way, Suite 501  
Milwaukie, Oregon 97222  
Phone: 503-653-9093

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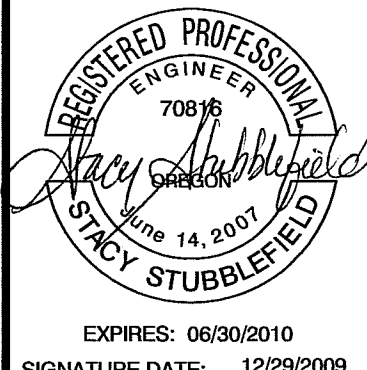
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(SP06-19 / Mod 07-04)  
Wilco Farms Expansion  
Molalla Avenue  
Oregon City, Oregon



EXPIRES: 06/30/2010  
SIGNATURE DATE: 12/29/2009  
DATE: April, 2008

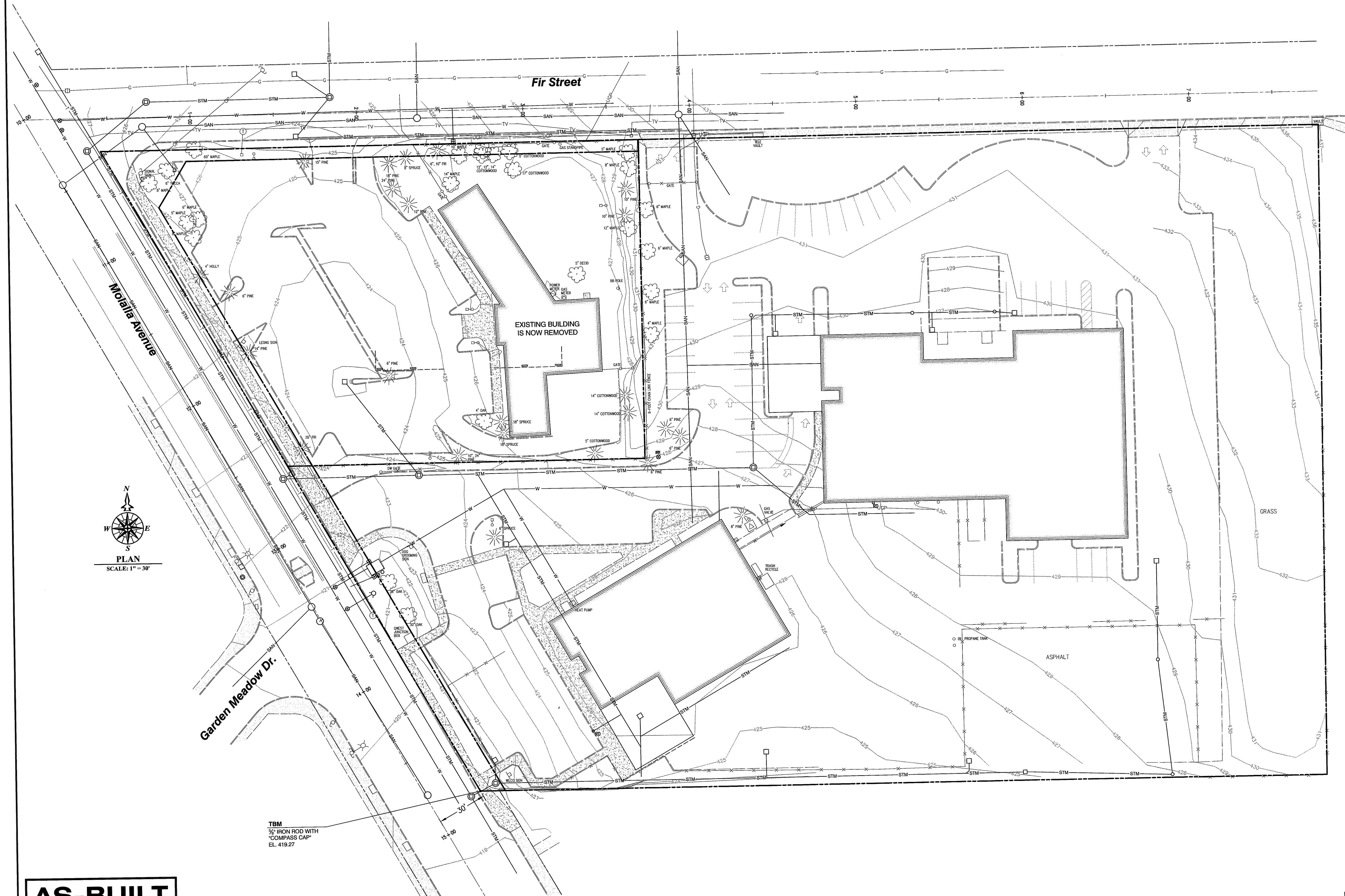
CS1

12

PROJECT NO.  
06-1032

30070.00

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NOTES

1. TOPOGRAPHIC FEATURES SHOWN ON THIS MAP WERE LOCATED USING STANDARD PRECISION TOPOGRAPHIC MAPPING PROCEDURES. THIRD PARTY USERS OF DATA FROM THIS MAP PROVIDED VIA AUTOCAD DRAWING FILES OR DATA EXCHANGE FILES SHOULD NOT RELY ON ANY AUTOCAD GENERATED INFORMATION WHICH IS BEYOND THE LIMITS OF PRECISION OF THIS MAP. THIRD PARTIES USING DATA FROM THIS MAP IN AN AUTOCAD FORMAT SHOULD VERIFY ANY ELEMENTS REQUIRING PRECISE LOCATIONS PRIOR TO COMMENCEMENT OF ANY CRITICAL DESIGN OR CONSTRUCTION. CONTACT COMPASS ENGINEERING FOR FURTHER INFORMATION. FURTHERMORE, COMPASS ENGINEERING WILL NOT BE RESPONSIBLE NOR HELD LIABLE FOR ANY DESIGN OR CONSTRUCTION RELATED PROBLEMS THAT ARISE OUT OF THIRD PARTY USAGE OF THIS MAP (IN AUTOCAD OR OTHER FORMAT) FOR ANY PURPOSE OTHER THAN SPECIFICALLY STATED HEREIN. THIS STATEMENT IS AN OFFICIAL PART OF THIS MAP.
2. ONLY VISIBLE UTILITIES HAVE BEEN SHOWN. ADDITIONAL UNDERGROUND UTILITIES MAY EXIST.
3. FIELD WORK DONE IN AUGUST, 2006 AND MAY, 2008.
4. BASIS OF ELEVATIONS: GPS, CITY OF OREGON CITY BENCH MARK NO. 40, "FIR ROAD" ELEVATION = 439.80.
5. THIS SURVEY DOES NOT CONSTITUTE A BOUNDARY SURVEY AND SHOULD NOT BE CONSTRUED AS SUCH. PROPERTY LINES SHOWN ARE BASED ON EXISTING MONUMENTS AND SURVEYS OF RECORD.
6. CONTOUR INTERVAL IS 1 FOOT.

AS-BUILT

DATE: December, 2009

DATE	NO.	REVISION
12/29/2009	1	AS-BUILT

DRAWN BJS	DESIGNED BDG	CHECKED BDG
SCALE 1" = 30'	DATE January, 2008	
PLAN 06-6235-3182	6235 CIVIL	



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**Building Structures**  
P.O. Box 69  
Boring, Oregon  
503-663-4343

**Wilco Farms Expansion**  
Molalla Avenue  
Oregon City, Oregon

**30070.02**  
**Existing Conditions**

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*Michael A. Rademacher*  
OREGON  
JULY 16, 1997  
MICHAEL A. RADEMACHER  
2303

DATE OF SIGNATURE 12/29/2009  
VALID UNTIL: 12/31/2010

DATE: April, 2008

C-1

12

PROJECT NO.  
06-1032

P.O. BOX 69  
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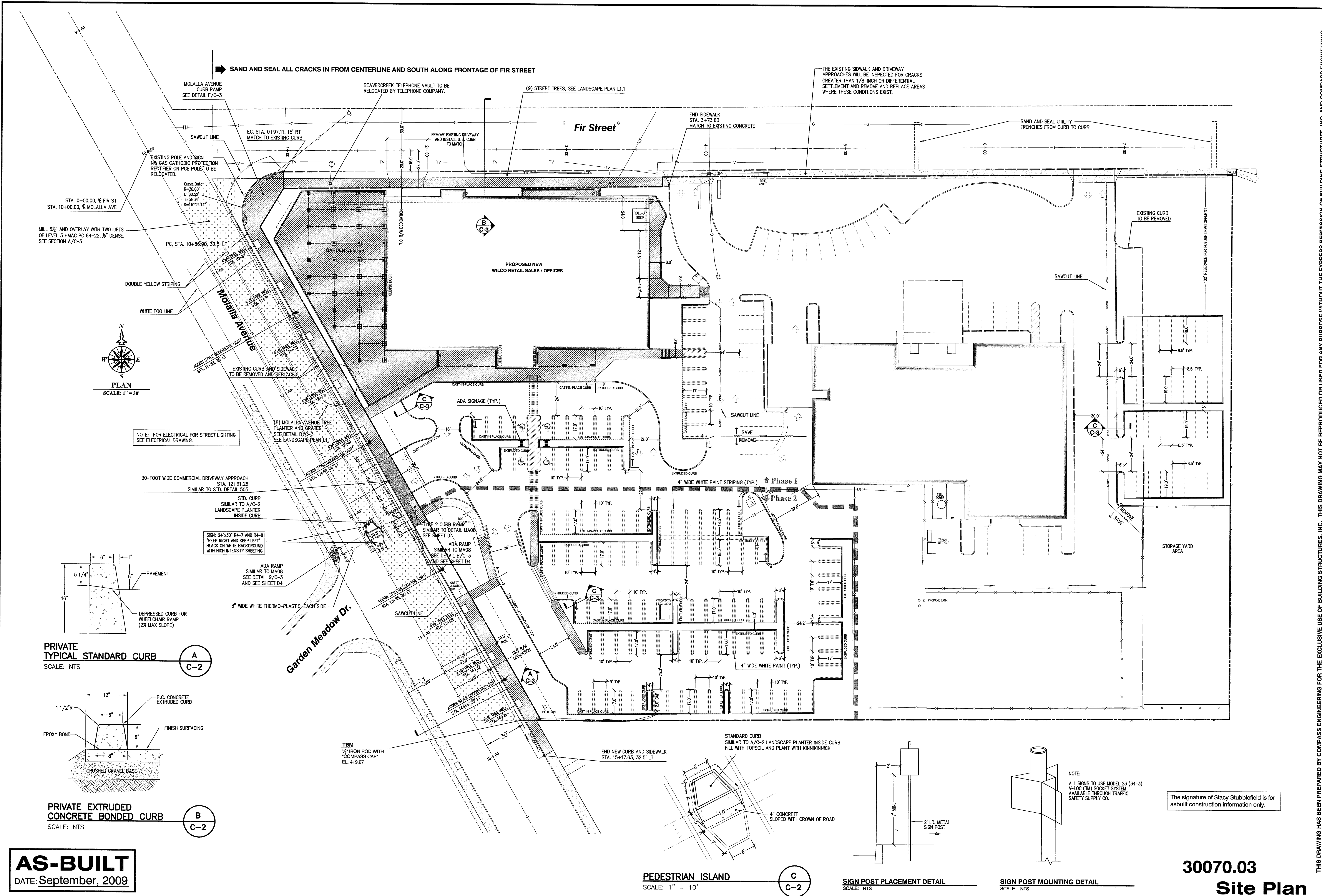
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REVISIONS:





**AS-BUILT**  
DATE: September, 2009

12/29/2009	4	AS-BUILT
09/30/2009	3	AS-BUILT PEDESTRIAN ISLAND & ADD SIGNAGE
10/01/2008	2	MODIFY EMPLOYEE PARKING
08/25/2008	1	REVISED PER CITY REVIEW
DATE	NO.	REVISION

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**Building Structures**  
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Boring, Oregon  
503-663-4343

**PEDESTRIAN ISLAND**  
SCALE: 1" = 10'

**SIGN POST PLACEMENT DETAIL**  
SCALE: NTS

**SIGN POST MOUNTING DETAIL**  
SCALE: NTS

**30070.03**  
**Site Plan**

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REVISIONS:

1	AS-BUILT
2	MODIFY EMPLOYEE PARKING
3	AS-BUILT PEDESTRIAN ISLAND & ADD SIGNAGE
4	AS-BUILT

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**Wilco Farms Expansion**  
Molalla Avenue  
Oregon City, Oregon

**30070.03**  
**Site Plan**

**12**  
PROJECT NO.  
06-1032

**AS-BUILT**  
DATE: September, 2009

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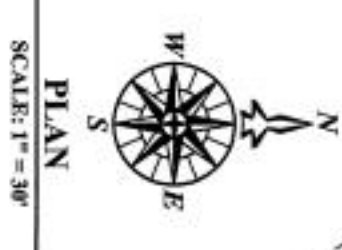
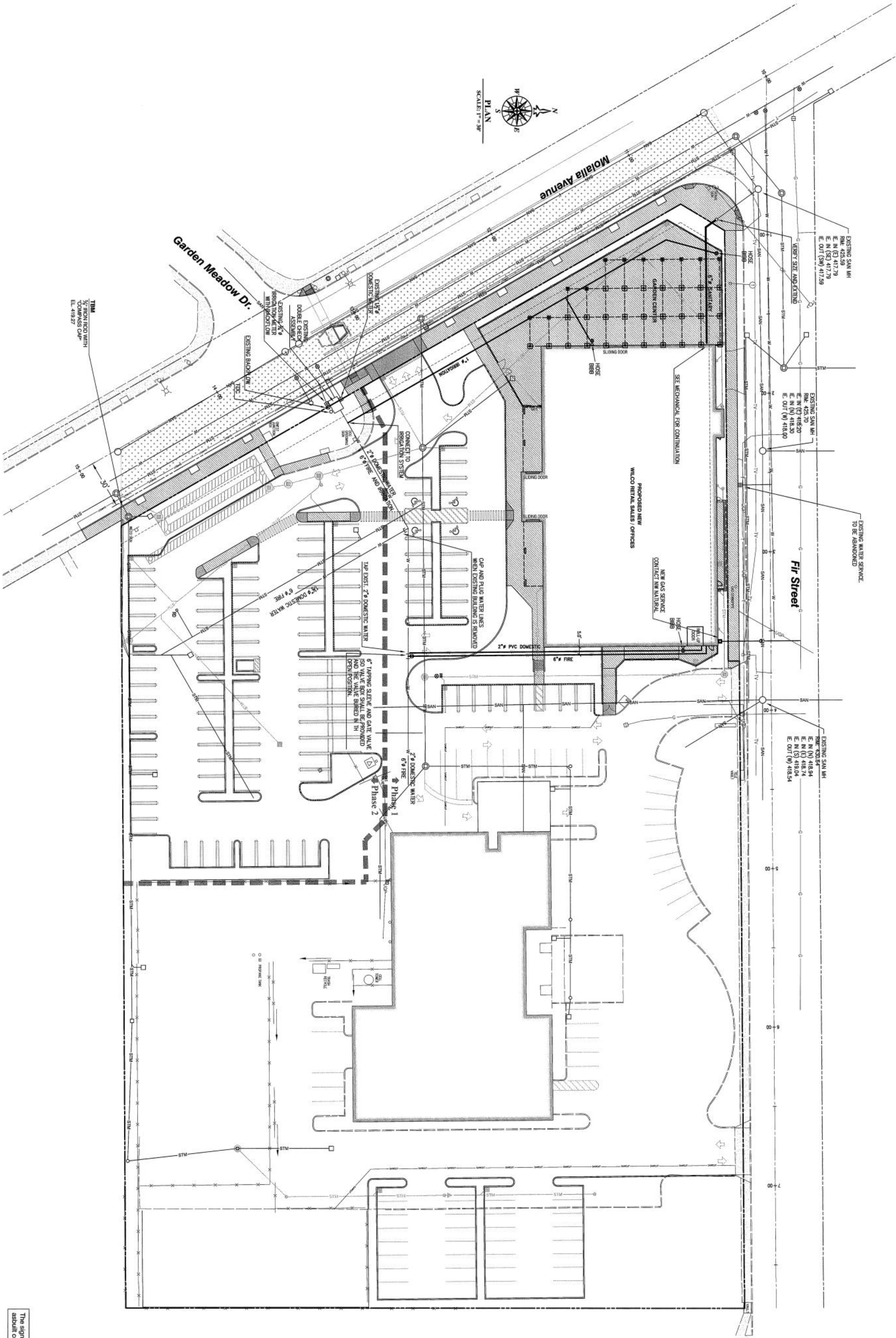
**Building Structures**  
P.O. Box 69  
Boring, Oregon  
503-663-4343

**Wilco Farms Expansion**  
Molalla Avenue  
Oregon City, Oregon









**AS-BUILT**  
DATE: December, 2009

10/28/2009	2	AS-BUILT
10/01/2008	1	MODIFY EMPLOYEE PARKING
DATE	NO.	REVISION

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**Wilco Farms Expansion**  
Molalla Avenue  
Oregon City, Oregon

**Sanitary and Water Plan**  
30070.08

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**12**  
PROJECT NO.  
06-1032

**C-7**

**30070.08**  
DATE: April, 2008  
SIGNATURE DATE: 12/28/2009  
EXPIRES: 06/30/2010

(SP06-19 / Mod 07-04)  
**Wilco Farms Expansion**  
Molalla Avenue  
Oregon City, Oregon

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REVISIONS:
------------





# Precision Cabinets Manufacturing Facility

19224 Molalla Avenue  
Oregon City, Oregon 97045

**TYPE II -SITE PLAN AND DESIGN REVIEW AND VARIANCE REQUEST**  
**Applicant's Submittal**  
**MARCH 13, 2019**

**APPLICANT:** Kyle Wood  
PO box 3145  
  
Oregon City Oregon 97045

**OWNER:** Lizer Properties I, LLC. George Lizer, managing director  
  
9855 SE Top O Scott Street  
  
Happy Valley, Oregon 97086

**REQUEST:** The Applicant is seeking Type II planning and building approval from the City of Oregon City to construct a 70'x 94' structure for a cabinet manufacturing facility, and, a by appointment only, "green products" show room which includes a sample residential kitchen. The manufacturing use will be 4,900 sf, and the show room will be 1,600 sf. The mezzanine will be storage and will be approximately 1,600 sf. Additionally, they are seeking a variance to the 15% Landscaping requirements.

**LOCATION:** 19224 MOLALLA AVE  
OREGON CITY, OR 97045

**I. BACKGROUND:**

1. This project is proposed for the last building pad on this retail site. The current Wilco store was built in 2009 on the adjoining lot acquired from Leong's Chinese restaurant and incorporated into a master site consisting of both lots. The site plan, at this time complied with all zoning and use requirements and the overall site was approved with the proposed lot at the northeast corner designated as "reserved for future development". Sometime after completion of this construction there were revised rules which disallowed using landscaping in areas within parking lots as part of the required 15% landscaping. Although the planning department has recommended revising the code again to allow these areas to count, it requires the approval of the City Council, which is still pending. The proposed variance would allow us to proceed with the previously approved landscape requirements until this code revision is adopted. It would reduce the financial hardship that would be created by having to meet the current landscaping code.
2. The proposed building would be for light manufacturing and supporting uses which conforms to current zoning and codes for this type of use. The proposed site is the northeast corner of the lot described as 19226 Molalla Avenue account number 00869581. The current building on this lot is a 20,000 sf tilt concrete structure with a metal fabricated upper section and metal roof. The current tenants are; Wilco Farmers using approximately 13,000 sf for warehouse in support of a retail building on a separate adjacent lot, Marco industries using approximately 6,800 sf as display and warehouse, and Verizon Cell Tower which uses approximately 150 sf of warehouse space that supports the mechanical and electrical equipment for the cell service. All of these uses are allowed by the current zoning.

## II. RESPONSES TO THE OREGON CITY MUNICIPAL CODE:

### CHAPTER 17.32 "C" GENERAL COMMERCIAL DISTRICT

#### *17.32.020 - Permitted uses.*

- A. Any use permitted in the MUC - Mixed Use Corridor zone with no maximum footprint size, unless otherwise restricted in Sections [17.24.020](#), 17.24.030 or [17.24.040](#);*
- B. Hotels and motels;*
- C. Drive-in or drove through facilities;*
- D. Passenger terminals (water, auto, bus, train);*
- E. Gas stations;*
- F. Outdoor markets that do not meet Section 17.29.020.H;*
- G. Motor vehicle and recreational vehicle sales and/or incidental service;*
- H. Motor vehicle and recreational vehicle repair and/or service;*
- I. Custom or specialized vehicle alterations or repair wholly within a building.*

**Applicant's Response:** NA Our project is located in the Gi zone

#### *17.32.030 - Conditional uses.*

*The following conditional uses are permitted when authorized and in accordance with the standards contained in [Chapter 17.56](#):*

- A. Religious institutions;*
- B. Hospitals;*
- C. Self service storage facilities;*
- D. Public utilities, including sub-stations (such as buildings, plants and other structures);*
- E. Public and/or private educational or training facilities;*
- F. Parking structures and lots not in conjunction with a primary use;*
- G. Emergency service facilities (police and fire), excluding correctional facilities.*

**Applicant's Response:** NA Our project is located in the Gi zone

#### *17.32.040 - Prohibited uses in the General Commercial District.*

*The following uses are prohibited in the General Commercial District:*

- A. Distribution, wholesaling and warehousing.*
- B. Outdoor sales or storage (Except secured areas for overnight parking or temporary parking of vehicles used in the business. Sales of products not located under a roof may be allowed if they are located in an area that is architecturally connected to the primary structure, is an ancillary use and is approved through the Site Plan and Design Review process. This area may not exceed fifteen percent of the building footprint of the primary building).*
- C. General manufacturing or fabrication.*
- D Heavy equipment service, repair, sales, storage or rental (including but not limited to construction equipment and machinery and farming equipment).*

**Applicant's Response:**

NA

#### *17.32.050 - Dimensional standards.*

- A. Minimum lot area: None.*

**Applicant's Response:**

NA

- B. Maximum building height: Sixty feet.*

**Applicant's Response:**

NA

- C. Minimum required setbacks if not abutting a residential zone: None.*

**Applicant's Response:**

NA

- D. Minimum required interior and rear yard setbacks if abutting a residential zone: twenty feet, plus one foot additional yard setback for every two feet of building height over thirty-five feet.*

**Applicant's Response:**

NA

- E. Maximum Allowed Setbacks.*

1. Front yard setback: Five feet (may be expanded with Site Plan and Design Review [Section 17.62.055](#)).

Applicant's Response:

NA

2. Interior side yard setback: None.

Applicant's Response:

NA

3. Corner side yard setback abutting street: None

Applicant's Response:

NA

4. Rear yard setback: None.

Applicant's Response:

NA

F. Maximum site coverage of building and parking lot: Eighty-five percent

Applicant's Response:

NA

G. Minimum landscaping requirement (including parking lot): Fifteen percent.

Applicant's Response:

NA

## **CHAPTER 17.36 - "GI"—GENERAL INDUSTRIAL DISTRICT**

### ***17.36.020 - Permitted uses.***

*In the GI district, the following uses are permitted if enclosed within a building:*

*A. Manufacturing and/or fabrication;*

*B. Distributing, wholesaling and warehousing, excluding explosives and substances which cause an undue hazard to the public health, welfare and safety;*

*C. Heavy equipment service, repair, sales, rental or storage (includes but is not limited to construction equipment and machinery and farming equipment);*

*D. Veterinary or pet hospital, kennel;*

*E. Necessary dwellings for caretakers and watchmen (all other residential uses are prohibited);*

*F. Retail sales and services, including eating establishments for employees (i.e. a cafe or sandwich shop), located in a single building or in multiple buildings that are part of the same development shall be limited to a maximum of twenty thousand square feet or five percent of the building square footage, whichever is less and the retail sales and services shall not occupy more than ten percent of the net developable portion of all contiguous industrial lands;*

*G. Emergency service facilities (police and fire), excluding correctional facilities;*

*H. Outdoor sales and storage;*

*I. Recycling center and solid waste facility;*

*J. Wrecking yards;*

*K. Public utilities, including sub-stations (such as buildings, plants and other structures);*

*L. Utilities: basic and linear facilities, such as water, sewer, power, telephone, cable, electrical and natural gas lines, not including major facilities such as sewage and water treatment plants, pump stations, water tanks, telephone exchanges and cell towers;*

*M. Kennels;*

*N. Storage facilities;*

*O. Transportation facilities.*

Applicant's Response:

Cabinet manufacturing is allowed

### ***17.36.030 - Conditional uses.***

*The following conditional uses are permitted in this district when authorized and in accordance with the standards contained in [Chapter 17.56](#):*

*A. Any use in which more than half of the business is conducted outdoors.*

*B. Hospitals.*

Applicant's Response:

NA

### ***17.36.040 - Dimensional standards.***

*Dimensional standards in the GI district are:*

*A. Minimum lot area, minimum not required;*



**Applicant's Response:**  
NA

*B. Maximum building height, three stories, not to exceed forty feet;*  
**Applicant's Response:**  
Building is well under forty-five feet @ 24' +-

*C. Minimum required setbacks:*  
**Applicant's Response:** The building meets setback requirements

*1. Front yard, ten feet minimum setback;*  
**Applicant's Response:** 17'- meets requirements

*2. Interior side yard, no minimum setback;*  
**Applicant's Response:** NA

*3. Corner side yard, ten feet minimum setback;*  
**Applicant's Response:** NA

*4. Rear yard, ten feet minimum setback;*  
**Applicant's Response:** Over 100'- meets requirement

*D. Buffer Zone. If a use in this zone abuts or faces a residential or commercial use, a yard of at least twenty-five feet shall be required on the side abutting or facing the adjacent residential use and commercial uses in order to provide a buffer area, and sight obscuring landscaping thereof shall be subject to site plan review. The community development director may waive any of the foregoing requirements if he/she determines that the requirement is unnecessary in the particular case.*  
**Applicant's Response:** NA

*E. Outdoor storage within building or yard space other than required setbacks and such occupied yard space shall be enclosed by a sight-obscuring wall or fence of sturdy construction and uniform color or an evergreen hedge not less than six feet in height located outside the required yard, further provided that such wall or fence shall not be used for advertising purposes.*  
**Applicant's Response:** There is no outdoor storage proposed for this project.

## **CHAPTER 17.62 SITE PLAN AND DESIGN REVIEW**

**17.62.015** *Modifications that will better meet design review requirements. The review body may consider modification of site-related development standards. These modifications are done as part of design review and are not required to go through the Variance process pursuant to section 17.60.020. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the Variance process pursuant to section 17.60.020. Modifications that are denied through design review may be requested as Variance through the Variance process pursuant to section 17.60.020. The review body may approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:*

**Applicant's Response:** We are applying for a variance to the landscape requirements of 15%. The entire parcel was approved for the landscaping that has been built. This building pad was approved under that permit. We are removing and landscaping 3,360 sf of pavement as a part of this project. We would have to install an expensive green roof to meet this standard. Furthermore, it is in the City's plans to count the parking islands as part of the landscaping calculations, in the future.

**17.62.015.A.** *The modification will result in a development that better meets design guidelines; and*  
**Applicant's Response:** See previous statement

**17.62.015.B.** *The modification meets the intent of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

**Applicant's Response:** The proposal will be consistent with the purpose of the landscape standard as originally approved.

**17.62.030 - When required.**

*Site plan and design review shall be required for all development of real property in all zones except the R-10, R-8, R-6, R-5 and R-3.5 zoning districts, unless otherwise provided for by this title or as a condition of approval of a permit. Site plan and design review shall also apply to all conditional uses, cottage housing development, multi-family and non-residential uses in all zones. No building permit or other permit authorization for development shall be issued prior to site plan and design review approval. Parking lots and parking areas accessory to uses regulated by this chapter also shall require site plan and design review approval. Site plan and design review shall not alter the type and category of uses permitted in zoning districts.*

**Applicant's Response:** The site plan and design review does not alter the type and category of the uses permitted in this zoning district. (Gi)

**17.62.050 - Standards.**

**A. All development shall comply with the following standards:**

**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.*

**Applicant's Response:** See response to 17.62.015. A variance is being sought based on previous approvals.

*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](#)).*

**Applicant's Response:** Complies, see landscaping plans.

*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.*

**Applicant's Response:** There is minor native vegetation on site...mainly grass.

*c. A landscaping plan shall be prepared by a registered landscape architect for new or revised landscaped areas. Landscape architect approval is not required for tree removal and/or installation if the species are chosen from an approved street tree list. A certified landscape designer, arborist, or nurseryman shall be acceptable in lieu of a landscape architect for projects with less than 500 square feet of landscaping. All landscape plans shall 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.*

**Applicant's Response:** See landscaping plans by registered landscape architect.

*d. For properties within the Downtown Design District landscaping shall be required to the extent practicable up to the ten percent requirement.*

**Applicant's Response:** NA

*e. Landscaping shall be visible from public thoroughfares to the extent practicable.*

**Applicant's Response:** Yes, see LS plans.

*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.*

**Applicant's Response:** If the requested variance is denied, we will add a green roof to meet this requirement.

**2. Vehicular Access and Connectivity.**

*a. Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.*

**Applicant's Response:** Yes, see site plan.

*b. Ingress and egress locations on thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.*

**Applicant's Response:** Yes, the site has been previously designed and approved by fire marshal and meets emergency services requirements.

*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.*

**Applicant's Response:** NA

*d. Sites abutting an alley shall be required to gain vehicular access from the alley unless deemed impracticable by the community development director.*

**Applicant's Response:** NA

*e. Where no alley access is available, the development shall be configured to allow only one driveway per frontage. 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. Shared driveways shall be required as needed to accomplish the requirements of this section. The location and design of pedestrian access from the 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.*

**Applicant's Response:** There is one driveway for the frontage.

*f. Driveways that are at least twenty-four feet wide shall align with existing or planned streets on adjacent sites.*

**Applicant's Response:** NA. No new driveways are proposed.

*g. Development shall be required to provide existing or future connections to adjacent sites through the use of vehicular and pedestrian access easements where applicable. Such easements shall be required in addition to applicable street dedications as required in [Chapter 12.04](#).*

**Applicant's Response:** NA

*h. Vehicle and pedestrian access easements may serve in lieu of streets when approved by the decision maker only where dedication of a street is deemed impracticable by the city.*

**Applicant's Response:** NA

*i. Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.*

**Applicant's Response:** NA

*j. In the case of dead-end stub streets that will connect to streets on adjacent sites in the future, notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future.*

**Applicant's Response:** NA

*k. Parcels larger than three acres shall provide streets as required in [Chapter 12.04](#). The streets shall connect with existing or planned streets adjacent to the site.*

**Applicant's Response:** NA

*l. Parking garage entries 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.*

**Applicant's Response:** NA

*m. 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.*

**Applicant's Response: NA**

*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.*

*a. Alterations, additions and new construction located within the McLoughlin Conservation District, Canemah National Register District, and the Downtown Design District and when abutting a designated Historic Landmark shall utilize materials and a design that incorporates the architecture of the subject building as well as the surrounding district or abutting Historic Landmark. Historic materials such as doors, windows and siding shall be retained or replaced with in kind materials unless the community development director determines that the materials cannot be retained and the new design and materials are compatible with the subject building, and District or Landmark. The community development director may utilize the Historic Review Board's Guidelines for New Construction (2006) to develop findings to show compliance with this section.*

*b. In historic areas and where development could have a significant visual impact, the review authority may request the advisory opinions of appropriate experts designated by the community development director from the design fields of architecture, landscaping and urban planning. The applicant shall pay the costs associated with obtaining such independent professional advice; provided, however, that the review authority shall seek to minimize those costs to the extent practicable.*

**Applicant's Response: NA**

*4. Grading shall be in accordance with the requirements of [Chapter 15.48](#) and the public works stormwater and grading design standards.*

**Applicant's Response:** Grading is in accordance with the requirements of Chapter 15.48. See civil plans.

*5. Development subject to the requirements of the Geologic Hazard overlay district shall comply with the requirements of that district.*

**Applicant's Response: NA**

*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.*

**Applicant's Response:** The drainage is provided in accordance with the city's drainage master plan. See civil drawings.

*7. Parking, including carpool, vanpool and bicycle parking, shall comply with city off-street parking standards, [Chapter 17.52](#).*

**Applicant's Response:** The parking provided meets the standards of Chapter 17.52 see the site plan sheet A1.

*8. Sidewalks and curbs shall be provided in accordance with the city's transportation master plan and street design standards. Upon application, the community development director may waive this requirement in whole or in part in those locations where there is no probable need, or comparable alternative location provisions for pedestrians are made.*

**Applicant's Response:** The sidewalks and curbs proposed meet these standards.

*9. A well-marked, continuous and protected on-site pedestrian circulation system meeting the following standards shall be provided:*

*a. 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.*

**Applicant's Response:** We are adding a 5' sidewalk from our front door to Fir street.

*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.*

**Applicant's Response:** The sidewalk links the building to Fir street which leads to the other buildings.

*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.*

**Applicant's Response:** NA

*d. The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.*

**Applicant's Response:** Complies, see site plan. Users can easily access the main entrance to the adjacent building.

*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.*

**Applicant's Response:** The use is manufacturing, which is more of an industrial use...no linkage required.

*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.*

**Applicant's Response:** Complies, see site plan sheet A1

*10. There shall be provided adequate means to ensure continued maintenance and necessary normal replacement of private 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 agency.*

**Applicant's Response:** Complies, see site plan sheet A1

*11. Site planning shall conform to the requirements of OCMC [Chapter 17.41](#) Tree Protection.*

**Applicant's Response:** NA, no existing trees on building pad.

*12. Development shall be planned, designed, constructed and maintained to protect water resources and habitat conservation areas in accordance with the requirements of the city's Natural Resources Overlay District, Chapter 17.49, as applicable.*

**Applicant's Response:** Development complies to this standard.

*13. All development shall maintain continuous compliance with applicable federal, state, and city standards pertaining to air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference. Prior to issuance of a building permit, the community development director or building official may require submission of evidence demonstrating compliance with such standards and receipt of necessary permits. The review authority may regulate the hours of construction or operation to minimize adverse impacts on adjoining residences, businesses or neighborhoods. The emission of odorous gases or other matter in such quantity as to be readily detectable at any point beyond the property line of the use creating the odors or matter is prohibited.*



**Applicant's Response: Understood.**

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 offsite 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.

**Applicant's Response: The proposed development complies to this standard.**

15. Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation. Compliance with [\[Chapter\] 12.04, Streets, Sidewalks and Public Places](#) shall be sufficient to achieve right-of-way and improvement adequacy.

**Applicant's Response: The project has been designed to accommodate the master planned widening of Fir Street with a 17' ROW, as required. The traffic impact by this building is small because it has only a few full time employees. See the TAC letter included in this application.**

16. If a transit agency, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, accessible bus landing pad, lighting, or transit stop connection be constructed, or that an easement or dedication be provided for one of these uses, consistent with an agency adopted or approved plan at the time of development, the review authority shall require such improvement, using designs supportive of transit use. Improvements at a major transit stop may include intersection or mid-block traffic management improvements to allow for crossings at major transit stops, as identified in the transportation system plan.

**Applicant's Response: NA**

17. All utility lines shall be placed underground.

**Applicant's Response: Agreed**

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.

**Applicant's Response:**

19. For a residential development, site layout shall achieve at least eighty percent of the maximum density of the base zone for the net developable area. Net developable area excludes all areas for required right-of-way dedication, land protected from development through Natural Resource or Geologic Hazards protection, and required open space or park dedication.

**Applicant's Response: NA**

20. Screening of Mechanical Equipment:

a. Rooftop mechanical equipment, including HVAC equipment and utility equipment that serves the structure, shall be screened. Screening shall be accomplished through the use of parapet walls or a sight-obscuring enclosure around the equipment constructed of one of the primary materials used on the primary facades of the structure, and that is an integral part of the building's architectural design. The parapet or screen shall completely surround the rooftop mechanical equipment to an elevation equal to or greater than the highest portion of the rooftop mechanical equipment being screened. In the event such parapet wall does not fully screen all rooftop equipment, then the rooftop



equipment shall be enclosed by a screen constructed of one of the primary materials used on the primary facade of the building so as to achieve complete screening.

**Applicant's Response:** Agreed. There is a 3' parapet surrounding the roof. The top of the roof is not visible from the surrounding proximity, because of the lay of the land. =

*b. Wall-mounted mechanical equipment shall not be placed on the front facade of a building or on a facade that faces a right-of-way. Wall-mounted mechanical equipment, including air conditioning or HVAC equipment and groups of multiple utility meters, that extends six inches or more from the outer building wall shall be screened from view from streets; from residential, public, and institutional properties; and from public areas of the site or adjacent sites through the use of (a) sight-obscuring enclosures constructed of one of the primary materials used on the primary facade of the structure, (b) sight-obscuring fences, or (c) trees or shrubs that block at least eighty percent of the equipment from view or (d) painting the units to match the building. Wall-mounted mechanical equipment that extends six inches or less from the outer building wall shall be designed to blend in with the color and architectural design of the subject building.*

**Applicant's Response:** NA, no wall-mounted equipment proposed.

*c. Ground-mounted above-grade mechanical equipment shall be screened by ornamental fences, screening enclosures, trees, or shrubs that block at least eighty percent of the view. Placement and type of screening shall be determined by the community development director.*

**Applicant's Response:** NA

*d. This section shall not apply to the installation of solar energy panels, photovoltaic equipment or wind power generating equipment.*

**Applicant's Response:** Cool

*e. This section shall not apply to the installation of solar energy panels, photovoltaic equipment or wind power generating equipment.*

**Applicant's Response:** Cool

## **21. Building Materials.**

*a. Preferred building materials. Building exteriors shall be constructed from high quality, durable materials. Preferred exterior building materials that reflect the city's desired traditional character are as follows:*

*i. Brick.*

*li. Basalt stone or basalt veneer.*

*iii. Narrow horizontal wood or composite siding (generally five inches wide or less); wider siding will be considered where there is a historic precedent.*

*iv. Board and batten siding.*

*v. Other materials subject to approval by the community development director.*

*vi. Plywood with battens or fiber/composite panels with concealed fasteners and contiguous aluminum sections at each joint that are either horizontally or vertically aligned.*

*vii. Stucco shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.*

**Applicant's Response:** The synthetic stucco system provided on this building is extremely durable and is mounted on ICF concrete walls (Insulated concrete forms), which is extremely stable and durable for stucco systems.

*b. Prohibited materials. The following materials shall be prohibited in visible locations from the right-of-way or a public access easement unless an exception is granted by the community development director based on the integration of the material into the overall design of the structure.*

*i. Vinyl or plywood siding (including T-111 or similar plywood).*

*li. Glass block or highly tinted, reflected, translucent or mirrored glass (except stained glass) as more than ten percent of the building facade.*

*iii. Corrugated fiberglass.*

*iv. Chain link fencing (except for temporary purposes such as a construction site, gates for a refuse enclosure, stormwater facilities, or within the General Industrial District).*

*[v.] Crushed colored rock/crushed tumbled glass.*

*[vi.] Non-corrugated and highly reflective sheet metal.*

**Applicant's Response:** Agreed, non of the materials are proposed.

c. *Special material standards: The following materials are allowed if they comply with the requirements found below:*

1. *Concrete block. When used for the front facade of any building, concrete blocks shall be split, rock- or ground-faced and shall not be the prominent material of the elevation. Plain concrete block or plain concrete may be used as foundation material if the foundation material is not revealed more than three feet above the finished grade level adjacent to the foundation wall.*
2. *Metal siding. Metal siding shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above ground level).*
3. *Exterior Insulation and Finish System (EIFS) and similar troweled finishes shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.*
4. *Building surfaces shall be maintained in a clean condition and painted surfaces shall be maintained to prevent or repair peeling, blistered or cracking paint.*

**Applicant's Response:** NA, non of theses materials are proposed.

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, including standards set out in city overlay districts, the city's master plans, and city public works design standards. Such conditions shall apply as described in Sections 17.50.310, 17.50.320 and 17.50.330. The review authority may require a property owner to sign a waiver of remonstrance against the formation of and participation in a local improvement district where it deems such a waiver necessary to provide needed improvements reasonably related to the impacts created by the proposed development. To ensure compliance with this chapter, the review authority may require an applicant to sign or accept a legal and enforceable covenant, contract, dedication, easement, performance guarantee, or other document, which shall be approved in form by the city attorney.*

**Applicant's Response:** I understand.

23. *Development shall conform to the requirements of OCMC Chapter 17.58 Nonconforming Uses, Structures, and Lots.*

**Applicant's Response:** NA

### 17.62.065 - Outdoor lighting.

#### **B. Applicability.**

##### **1. General.**

- a. *All exterior lighting for any type of commercial, mixed-use, industrial or multi-family development shall comply with the standards of this section, unless excepted in subsection B.3.*
- b. *The city engineer/public works director shall have the authority to enforce these regulations on private property if any outdoor illumination is determined to present an immediate threat to the public health, safety and welfare.*

**Applicant's Response:** I understand.

##### **2. Lighting Plan Requirement.**

*All commercial, industrial, mixed-use, cottage housing and multi-family developments shall submit a proposed exterior lighting plan. The plan must be submitted concurrently with the site plan. The exterior lighting plan shall include plans and specifications for streetlights, parking lot lights, and exterior building lights. The specifications shall include details of the pole, fixture height and design, lamp type, wattage, and spacing of lights.*

**Applicant's Response:** I understand that proposed use is on the final pad of a development that has all of the site lighting installed under a previous permit.

##### **3. Excepted Lighting.**

*The following types of lighting are excepted from the requirements of this section.*

- a. *Residential lighting for single-family attached and detached homes, and duplexes.*
- b. *Public street and right-of-way lighting.*
- c. *Temporary decorative seasonal lighting provided that individual lamps have a light output of sixty watts or less.*
- d. *Temporary lighting for emergency or nighttime work and construction.*
- e. *Temporary lighting for theatrical, television, and performance areas, or for special public events.*

- f. Lighting for a special district, street, or building that, according to an adopted municipal plan or ordinance, is determined to require special lighting aesthetics as part of its physical character.
- g. Lighting required and regulated by the Federal Aviation Administration.

**Applicant's Response: NA**

*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.*

**Applicant's Response: NA**

**D. Design and Illumination Standards.**

**General Outdoor Lighting Standard and Glare Prohibition.**

1. 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.

**Applicant's Response: Understood, non proposed.**

2. 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.

**Applicant's Response: Understood, no new poles proposed.**

**3. Lighting levels:**

Table 1-17.62.065. Foot-candle Levels

Location	Min	Max	Avg
Pedestrian Walkways in Parking Lots		10:1 max/min ratio	0.5
Pedestrian Accessways/Walkways	0.5	7:1 max/min ratio	1.5
Building Entrances	3		
Bicycle Parking Areas	3		
Abutting property	N/A	0.5	

**Applicant's Response: NA, no new site lighting proposed.**

4. 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.

***Applicant's Response: Agreed, the lighting plan is bidder designed and will be submitted, for approval, after the subcontractor is selected and before work commences.***

5. Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.

***Applicant's Response: The lighting design will be submitted under separate permit, by the contractor.***

6. Lighting on outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.

***Applicant's Response: The lighting design will be submitted under separate permit, by the contractor.***

7. All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.

***Applicant's Response: Agreed, The lighting design will be submitted under separate permit, by the contractor.***

8. 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.

***Applicant's Response: NA***

9. For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.

***Applicant's Response: Agreed, The lighting design will be submitted under separate permit, by the contractor.***

10. No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.

***Applicant's Response: Agreed, The lighting design will be submitted under separate permit, by the contractor.***

11. Wireless Sites. Unless required by the Federal Aviation Administration or the Oregon Aeronautics Division, artificial lighting of wireless communication towers and antennas shall be prohibited. Strobe lighting of wireless communication facilities is prohibited unless required by the Federal Aviation Administration. Security lighting for equipment shelters or cabinets and other on-the-ground auxiliary equipment on wireless communication facilities shall be initiated by motion detecting lighting.

***Applicant's Response: Agreed, The lighting design will be submitted under separate permit, by the contractor.***

12. 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.

**Applicant's Response: NA**

**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. The area(s) shall be:*

- A. Sized appropriately to meet the needs of current and expected tenants, including an expansion area if necessary;
- B. Designed with sturdy materials, which are compatible to the primary structure(s);
- C. Fully enclosed and visually screened;
- D. Located in a manner easily and safely accessible by collection vehicles;
- E. Located in a manner so as not to hinder travel lanes, walkways, streets or adjacent properties;
- F. On a level, hard surface designed to discharge surface water runoff and avoid ponding;
- G. Maintained by the property owner;
- H. Used only for purposes of storing solid waste and recyclable materials;
- I. Designed in accordance with applicable sections of the Oregon City Municipal Code (including Chapter 8.20—Solid Waste Collection and Disposal) and city adopted policies.

**Applicant's Response:** The proposed use, because of the amount of waste produced, will have internal, privately managed, trash management. No public trash enclosures are proposed.

**CHAPTER 17.52 OFF-STREET PARKING AND LOADING**

**17.52.020 - Number of automobile spaces required.**

- A. The number of parking spaces shall comply with the minimum and maximum standards listed in Table 17.52.020. The parking requirements are based on spaces per one thousand square feet net leasable area unless otherwise stated.

Table 17.52.020		
LAND USE	PARKING REQUIREMENTS	
	MINIMUM	MAXIMUM
Multi-Family: Studio	1.00 per unit	1.5 per unit
Multi-Family: 1 bedroom	1.25 per unit	2.00 per unit
Multi-Family: 2 bedroom	1.5 per unit	2.00 per unit
Multi-Family: 3 bedroom	1.75 per unit	2.50 per unit
Hotel, Motel	1.0 per guest room	1.25 per guest room
Correctional Institution	1 per 7 beds	1 per 5 beds
Senior housing, including congregate care, residential care and assisted living facilities; nursing homes and other types of group homes	1 per 7 beds	1 per 5 beds
Hospital	2.00	4.00

<i>Preschool Nursery/Kindergarten</i>	<i>2.00</i>	<i>3.00</i>
<i>Elementary/Middle School</i>	<i>1 per classroom</i>	<i>1 per classroom + 1 per administrative employee + 0.25 per seat in auditorium/assembly room/stadium</i>
<i>High School, College, Commercial School for Adults</i>	<i>0.20 per # staff and students</i>	<i>0.30 per # staff and students</i>
<i>Auditorium, Meeting Room, Stadium, Religious Assembly Building, movie theater,</i>	<i>.25 per seat</i>	<i>0.5 per seat</i>
<i>Retail Store, Shopping Center, Restaurants</i>	<i>4.10</i>	<i>5.00</i>
<i>Office</i>	<i>2.70</i>	<i>3.33</i>
<i>Medical or Dental Clinic</i>	<i>2.70</i>	<i>3.33</i>
<i>Sports Club, Recreation Facilities</i>	<i>Case Specific</i>	<i>5.40</i>
<i>Storage Warehouse, Freight Terminal</i>	<i>0.30</i>	<i>0.40</i>
<i>Manufacturing, Wholesale Establishment</i>	<i>1.60</i>	<i>1.67</i>
<i>Light Industrial, Industrial Park</i>	<i>1.3</i>	<i>1.60</i>

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.*

**Applicant's Response:** The proposed project meets these standards, see sheet A1

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.*

**Applicant's Response:** Understood.

3. *Where calculation in accordance with the above 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.*

**Applicant's Response:** Understood

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 vehicles used in conducting the business or use.*

**Applicant's Response:** Understood

5. *A change in use within an existing habitable building located in the MUD Design District or the Willamette Falls Downtown District is exempt from additional parking requirements. Additions to an existing building and new construction are required to meet the minimum parking requirements for the areas as specified in Table [17.52.020](#) for the increased square footage.*

**Applicant's Response:** Understood

**B. Parking requirements can be met either onsite, or offsite by meeting the following conditions:**

1. *Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (e.g. the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly, up to a maximum reduction of fifty percent, as determined by the community development director.*

2. *Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlay (e.g., uses primarily of a daytime*



versus nighttime nature), that the shared parking facility is within one thousand feet of the potential uses, and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument authorizing the joint use.

3. **On-Street Parking.** On-street parking may be counted toward the minimum standards when it is on the street face abutting the subject land use. An on-street parking space must not obstruct a required clear vision area and it shall not violate any law or street standard. On-street parking for commercial uses shall conform to the following standards:

a. **Dimensions.** The following constitutes one on-street parking space:

1. Parallel parking, each [twenty-two] feet of uninterrupted and available curb;

2. [Forty-five/sixty] degree diagonal, each with [fifteen] feet of curb;

3. Ninety degree (perpendicular) parking, each with [twelve] feet of curb.

4. **Public Use Required for Credit.** On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use, but shall be available for general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.

**Applicant's Response: NA. The parking is existing.**

C. **Reduction of the Number of Automobile Spaces Required.** The required number of parking stalls may be reduced in the Downtown Parking Overlay District: Fifty percent reduction in the minimum number of spaces required is allowed prior to seeking further reductions in [sub]sections 2. and 3. below:

1. **Transit Oriented Development.** For projects not located within the Downtown Parking Overlay District, the community development director may reduce the required number of parking stalls up to twenty-five percent when it is determined that a project in a commercial center (sixty thousand square feet or greater of retail or office use measured cumulatively within a five hundred-foot radius) or multi-family development with over eighty units, is adjacent to or within one thousand three hundred twenty feet of an existing or planned public transit street and is within one thousand three hundred twenty feet of the opposite use (commercial center or multi-family development with over eighty units).

2. **Reduction in Parking for Tree Preservation.** The community development director may grant an adjustment to any standard of this requirement provided that the adjustment preserves a regulated tree or grove so that the reduction in the amount of required pavement can help preserve existing healthy trees in an undisturbed, natural condition. The amount of reduction must take into consideration any unique site conditions and the impact of the reduction on parking needs for the use, and must be approved by the community development director. This reduction is discretionary.

3. **Transportation Demand Management.** The community development director may reduce the required number of parking stalls up to twenty-five percent when a parking-traffic study prepared by a traffic engineer demonstrates:

a. Alternative modes of transportation, including transit, bicycles, and walking, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and further that the transportation demand management program promotes or achieves parking utilization lower than minimum city parking requirements.

b. Transportation demand management (TDM) program has been developed for approval by, and is approved by the city engineer. The plan will contain strategies for reducing vehicle use and parking demand generated by the development and will be measured annually. If, at the annual assessment, the city determines the plan is not successful, the plan may be revised. If the city determines that no good-faith effort has been made to implement the plan, the city may take enforcement actions.

**Applicant's Response: NA**

4. The minimum required number of stalls may be reduced by up to 10% when the subject property is adjacent to an existing or planned fixed public transit route or within 1,000 feet of an existing or planned transit stop.

**Applicant's Response: NA**

17.52.030 - Standards for automobile parking.

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.

Applicant's Response: NA Project joins existing approved and built parking lot.

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 stormwater and low impact development design standards are encouraged.

Applicant's Response: NA Project joins existing approved and built parking lot.

C. Drainage. Drainage shall be designed in accordance with the requirements of [Chapter 13.12](#) and the city public works stormwater and grading design standards.

Applicant's Response: Agreed, see civil plans.

#### D. Dimensional Standards.

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 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/plan. Any applicant may propose an alternative parking plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. In such situations, the community development director may approve an alternative parking lot plan with variations to parking dimensions of this section. The alternative shall be consistent with the intent of this chapter and shall create a safe space for automobiles and pedestrians while providing landscaping to the quantity and quality found within parking lot landscaping requirements.

#### PARKING STANDARD

##### PARKING ANGLE SPACE DIMENSIONS

A Parking Angle		B Stall Width	C Stall to Curb	D Aisle Width	E Curb Length	F Overhang
0 degrees		8.5	9.0	12	20	0
30 degrees	Standard Compact	9' 8'	17.3' 14.9'	11' 11'	18' 16'	
45 degrees	Standard Compact	8.5 8.5	19.8' 17.0'	13' 13'	12.7' 11.3'	1.4
60 degrees	Standard Compact	9' 8'	21' 17.9'	18' 16'	10.4' 9.2'	1.7
90 degrees	Standard Compact	9' 8'	19.0' 16.0'	24' 22'	9' 8'	1.5

Applicant's Response: Project joins existing approved and built parking lot. No new parking spaces provided.

E. Carpool and Vanpool Parking. New developments with seventy-five or more parking spaces, and new hospitals, government offices, group homes, 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 ADA accessible parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

**Applicant's Response: NA**

#### 17.52.040 - Bicycle parking standards.

**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.

**Applicant's Response: NA** Project joins existing approved and built parking lot with ample bicycle parking.

**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. Modifications to bicycle parking requirements may be made through the site plan and design, conditional use, or master plan review process.

**TABLE A Required Bicycle Parking Spaces\***

Where two options for a requirement are provided, the option resulting in more bicycle parking applies. Where a calculation results in a fraction, the result is rounded up to the nearest whole number.

\* Covered bicycle parking is not required for developments with two or fewer stalls.

USE	MINIMUM BICYCLE PARKING	MINIMUM BICYCLE PARKING - COVERED - The following percentage of bicycle parking is required to be covered
Multi-family (three or more units)	1 per 10 units (minimum of 2)	50% (minimum of 1)
Correctional institution	1 per 15 auto spaces (minimum of 2)	30% (minimum of 1)
Nursing home or care facility	1 per 30 auto spaces (minimum of 2)	30% (minimum of 1)
Hospital	1 per 20 auto spaces (minimum of 2)	30% (minimum of 1)
Park-and-ride lot	1 per 5 auto spaces (minimum of 2)	50% (minimum of 1)
Transit center	1 per 5 auto spaces (minimum of 2)	50% (minimum of 1)
Parks and open space	1 per 10 auto spaces (minimum of 2)	0%
Public parking lots	1 per 10 auto spaces (minimum of 2)	50% (minimum of 1)
Automobile parking structures	1 per 10 auto spaces (minimum of 4)	80% (minimum of 2)

Religious institutions, movie theater, auditorium or meeting room	1 per 10 auto spaces (minimum of 2)	30% (minimum of 1)
Libraries, museums	1 per 5 auto spaces (minimum of 2)	30% (minimum of 1)
Preschool, nursery, kindergarten	2 per classroom (minimum of 2)	50% (minimum of 1)
Elementary	4 per classroom (minimum of 2)	50% (minimum of 1)
Junior high and High school	2 per classroom (minimum of 2)	50% (minimum of 2)
College, business/ commercial schools	2 per classroom (minimum of 2)	50% (minimum of 1)
Swimming pools, gymnasiums, ball courts	1 per 10 auto spaces (minimum of 2)	30% (minimum of 1)
Retail stores and shopping centers	1 per 20 auto spaces (minimum of 2)	50% (minimum of 2)
Retail stores handling exclusively bulky merchandise such as automobile, boat or trailer sales or rental	1 per 40 auto spaces (minimum of 2)	0%
Bank, office	1 per 20 auto spaces (minimum of 2)	50% (minimum of 1)
Medical and dental clinic	1 per 20 auto spaces (minimum of 2)	50% (minimum of 1)
Eating and drinking establishment	1 per 20 auto spaces (minimum of 2)	0%
Gasoline service station	1 per 10 auto spaces (minimum of 2)	0%

**Applicant's Response: Existing bicycle parking complies.**

*C. Security of Bicycle Parking. Bicycle parking facilities shall be secured. Acceptable secured bicycle parking area shall be in the form of a lockable enclosure onsite, secure room in a building onsite, a covered or uncovered rack onsite, bicycle parking within the adjacent right-of-way or another form of secure parking where the bicycle can be stored, as approved by the decision maker. 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 inconvenience and, when in the right-of-way shall comply with clearance and ADA requirements.*

**Applicant's Response: Understood, see sheet A2**

*D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure 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 inconvenience.*

**Applicant's Response:** Understood, see sheet A2

**Location of Bicycle Parking:**

*1. Bicycle parking shall be located on-site, in one or more convenient, secure and accessible location. The city engineer and the community development Director may permit the bicycle parking to be provided within the right-of-way provided adequate clear zone and ADA requirements are met. If sites have more than one building, bicycle parking shall be distributed as appropriate to serve all buildings. If a building has two or more main building entrances, the review authority may require bicycle parking to be distributed to serve all main building entrances, as it deems appropriate.*

**Applicant's Response:** Understood, see sheet A2

*2. Bicycle parking areas shall be clearly marked or visible from on-site buildings or the street. If a bicycle parking area is not plainly visible from the street or main building entrance, a sign must be posted indicating the location of the bicycle parking area. Indoor bicycle parking areas shall not require stairs to access the space unless approved by the community development director.*

**Applicant's Response:** Understood

*3. All bicycle parking areas shall be located to avoid conflicts with pedestrian and motor vehicle movement.*

*a. Bicycle parking areas shall be separated from motor vehicle parking and maneuvering areas and from arterial streets by a barrier or a minimum of five feet.*

*b. Bicycle parking areas shall not obstruct pedestrian walkways; provided, however, that the review authority may allow bicycle parking in the right-of-way where this does not conflict with pedestrian accessibility.*

**Applicant's Response:** Proposal complies

**17.52.040.D.4. Accessibility.**

*a. Outdoor bicycle areas shall be connected to main building entrances by pedestrian accessible walkways.*

**Applicant's Response:** NA Project joins existing approved and built parking lot.

**17.52.040.D.4.b. Outdoor bicycle parking areas shall have direct access to a right-of-way.**

**Applicant's Response:** Project joins existing approved and built parking lot with bicycle parking.

**17.52.040.D.4.c**

*Outdoor bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or fifty feet, whichever is less, unless otherwise determined by the community development director, city engineer, or planning commission.*

**Applicant's Response:** NA. Project joins existing approved and built parking lot with approved bicycle parking.

**17.52.060 -**

**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.*

**Applicant's Response:** Complies, see landscape plans.

**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;*

**Applicant's Response:** See Landscape plan



*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*

**Applicant's Response:** See landscaping plan

**Parking lot landscaping.**

**A. Development Standards.**

*1. The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.*

**Applicant's Response:** Agreed, The Proposed project joins existing approved and built parking lot which has been re-landscaped per city code. See landscape drawings here-in.

*2. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.*

**Applicant's Response:** See landscape plans

*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.*

**Applicant's Response:** See landscape plans

*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;*

**Applicant's Response:**

*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;*

**Applicant's Response:** See landscape plans

*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.*

**Applicant's Response:** See landscape plans

*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.*

**Applicant's Response:** See landscape plans

*8. Landscaping shall incorporate design standards in accordance with [Chapter 13.12](#), Stormwater Management.*

**Applicant's Response:** See landscape plans

**B. Perimeter Parking Lot Lan**

*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.*

**Applicant's Response:** See landscape plans

**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:*

**Applicant's Response:** See landscape plans

*a. Trees spaced a maximum of thirty-five feet apart;*

**Applicant's Response:** See landscape plans

*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*  
**Applicant's Response:** See landscape plans

*c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or*  
**Applicant's Response:** See landscape plans

*2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.*  
**Applicant's Response:** See landscape plans

*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:*  
**Applicant's Response:** See landscape plans

*a. A minimum of one tree per six parking spaces.*  
**Applicant's Response:** See landscape plans

*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.*  
**Applicant's Response:** See landscape plans

*c. Shrubs spaced no more than four feet apart on average.*  
**Applicant's Response:** See landscape plans

*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.*  
**Applicant's Response:** See site plan, sheet A1. We added a landscaped island to meet this standard.

*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.*

**Applicant's Response:** See landscape plans

#### **E. Installation.**

*1. All landscaping shall be installed according to accepted planting procedures, according to American Nurseryman Standards.*  
*2. The site, soils and proposed irrigation systems shall be appropriate for the healthy and long-term maintenance of the proposed plant species.*  
*3. Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the city, such as the posting of a surety.*  
**Applicant's Response:** Understood

#### **17.52.070 - Alternative landscaping plan.**

*Any applicant may propose an alternative landscaping plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. Alternative plans may include the use of low impact development techniques and*

minimized landscaping requirements. In such situations, the community development director may approve variations to the landscaping standards of [section 17.52.060](#).

A. General Review Standard. The alternative shall meet or exceed the intent of this chapter and shall create a safe space for automobiles and pedestrians. The alternative landscaping plan shall be prepared by a licensed landscape architect.

B. Credit for Pervious/Low Impact Development. The community development director may count up to fifty percent of the square footage of any pervious hardscaped landscape material within a parking lot that is designed and approved pursuant to the city's adopted stormwater and low impact development design standards toward minimum landscaping requirements for the site. (This includes porous pavement detention, open celled block pavers, porous asphalt, porous concrete pavement, porous turf, porous gravel, etc).

**Applicant's Response: Understood**

#### **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.

**Applicant's Response: Understood**

#### **17.52.090 - Loading areas.**

##### **B. Applicability.**

1. [Section 17.52.090](#) applies to uses that are expected to have service or delivery truck visits with a forty-foot or longer wheelbase, at a frequency of one or more vehicles per week. The city engineer and decision maker shall determine through site plan and design review the number, size, and location of required loading areas, if any.

**Applicant's Response: Understood**

##### **C. Standards.**

1. The off-street loading space shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. Applicants are advised to provide complete and accurate information about the potential need for loading spaces because the city engineer or decision maker may restrict the use of other public right-of-way to ensure efficient loading areas and reduce interference with other uses.

**Applicant's Response: The proposed building will have an overhead door. All materials for the cabinet shop will be unloaded inside the building.**

2. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.

**Applicant's Response: Understood**

3. The city engineer and decision maker, through site plan and design review, may approve a loading area adjacent to or within a street right-of-way when all of the following loading and unloading operations conditions are met:

- a. Short in duration (i.e., less than one hour);
- b. Infrequent (less than three operations daily between 5:00 a.m. and 12:00 a.m. or all operations between 12:00 a.m. and 5:00 a.m. at a location that is not adjacent to a residential zone);
- c. Does not obstruct traffic during peak traffic hours;
- d. Does not interfere with emergency response services; and
- e. Is acceptable to the applicable roadway authority.

**Applicant's Response: Understood**

## **Chapter 13.12 - STORMWATER MANAGEMENT**

*13.12.050 - Applicability and exemptions.*

*This chapter establishes performance standards for stormwater conveyance, quantity and quality. Additional performance standards for erosion prevention and sediment control are established in OCMC 17.47.*

*A. Stormwater Conveyance. The stormwater conveyance requirements of this chapter shall apply to all stormwater systems constructed with any development activity, except as follows:*

- 1. The conveyance facilities are located entirely on one privately owned parcel;*
- 2. The conveyance facilities are privately maintained; and*
- 3. The conveyance facilities receive no stormwater runoff from outside the parcel's property limits.*

*Those facilities exempted from the stormwater conveyance requirements by the above subsection will remain subject to the requirements of the Oregon Uniform Plumbing Code. Those exempted facilities shall be reviewed by the building official.*

**Applicant's Response:**

**This project will conform to the established standards of stormwater conveyance as required by the current Stormwater and Grading Design Standards. Proposed conveyance includes a storm line to drain the green roof to the existing stormwater system on site.**

*B. Water Quality and Flow Control. The water quality and flow control requirements of this chapter shall apply to the following proposed uses or developments, unless exempted under subsection C:*

- 1. Activities located wholly or partially within water quality resource areas pursuant to Chapter 17.49 that will result in the creation of more than five hundred square feet of impervious surface within the WQRA or will disturb more than one thousand square feet of existing impervious surface within the WQRA as part of a commercial or industrial redevelopment project. These square footage measurements will be considered cumulative for any given five-year period; or*
- 2. Activities that create or replace more than five thousand square feet of impervious surface per parcel or lot, cumulated over any given five-year period.*

**Applicant's Response:**

**This project will conform to the established standards of stormwater quality and quantity control as required by the current Stormwater and Grading Design Standards. Proposed stormwater systems include a green roof, which acts as both quality and quantity control.**

*C. Exemptions. The following exemptions to subsection B of this section apply:*

*1. An exemption to the flow control requirements of this chapter will be granted when the development site discharges to the Willamette River, Clackamas River or Abernethy Creek; and either lies within the one hundred-year floodplain or is up to ten feet above the design flood elevation as defined in Chapter 17.42, provided that the following conditions are met:*

*a. The project site is drained by a conveyance system that is comprised entirely of manmade elements (e.g. pipes, ditches, culverts outfalls, outfall protection, etc.) and extends to the ordinary high water line of the exempt receiving water; and*

*b. The conveyance system between the project site and the exempt receiving water has sufficient hydraulic capacity and erosion stabilization measures to convey discharges from the proposed conditions of the project site and the existing conditions from non-project areas from which runoff is collected.*

*2. Projects in the following categories are generally exempt from the water quality and flow control requirements:*

*a. Stream enhancement or restoration projects approved by the city.*

*b. Farming practices as defined by ORS 30.960 and farm use as defined in ORS 214.000; except that buildings associated with farm practices and farm use are subject to the requirements of this chapter.*

*c. Actions by a public utility or any other governmental agency to remove or alleviate an emergency condition.*

*d. Road and parking area preservation/maintenance projects such as pothole and square cut patching, surface sealing, replacing or overlaying of existing asphalt or concrete pavement, provided the preservation/maintenance activity does not expand the existing area of impervious coverage above the thresholds in subsection B of this section.*

*e. Pedestrian and bicycle improvements (sidewalks, trails, pathways, and bicycle paths/lands) where no other impervious surfaces are created or replaced, built to direct stormwater runoff to adjacent vegetated areas.*

*f. Underground utility projects that replace the ground surface with in-kind material or materials with similar runoff characteristics.*

*g. Maintenance or repair of existing utilities.*

**Applicant's Response:**

**No exemptions are proposed.**

*D. Uses Requiring Additional Management Practices. In addition to any other applicable requirements of this chapter, the following uses are subject to additional management practices, as defined in the Public Works Stormwater and Grading Design Standards:*

- 1. Bulk petroleum storage facilities;*
- 2. Above ground storage of liquid materials;*
- 3. Solid waste storage areas, containers, and trash compactors for commercial, industrial, or multi-family uses;*
- 4. Exterior storage of bulk construction materials;*
- 5. Material transfer areas and loading docks;*
- 6. Equipment and/or vehicle washing facilities;*
- 7. Development on land with suspected or known contamination;*
- 8. Covered vehicle parking for commercial or industrial uses;*
- 9. Industrial or commercial uses locating in high traffic areas, defined as average daily count trip of two thousand five hundred or more trips per day; and*
- 10. Land uses subject to DEQ 1200-Z Industrial Stormwater Permit Requirements.*

**Applicant's Response:**

**No additional management practices are proposed.**

*13.12.080 - Submittal requirements.*

*A. Applications subject to stormwater conveyance, water quality, and/or flow control requirements of this chapter shall prepare engineered drainage plans, drainage reports, and design flow calculation reports in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.*

*B. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.*

**Applicant's Response:**

**A drainage plan and report will accompany the submittal.**

*13.12.090 - Approval criteria for engineered drainage plans and drainage report.*

*An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:*

*A. The plan and report demonstrate how the proposed development and stormwater facilities will accomplish the purpose statements of this chapter.*

*B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020.*

*C. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.*

*D. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams.*

*E. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.*

**Applicant's Response:**

**A drainage plan and report will address items listed under 13.12.090.**

*13.12.100 - Alternative materials, alternative design and methods of construction.*

*The provisions of this chapter are not intended to prevent the use of any material, alternate design or method of construction not specifically prescribed by this chapter or the Public Works Stormwater and Grading Design Standards, provided any alternate has been approved and its use authorized by the city engineer. The city engineer may approve any such alternate, provided that the city engineer finds that the proposed design is satisfactory and complies with the intent of this chapter and that the material, method, or work offered is, for the purpose intended, at least the equivalent of that prescribed by this chapter in effectiveness, suitability, strength, durability and safety. The city engineer shall require that sufficient evidence or proof be submitted to substantiate any claims that may be made regarding its use. The details of any action granting approval of an alternate shall be recorded and entered in the city files.*

**Applicant's Response:**



**A green roof may be proposed at the roof of the proposed building. No alternative methods are proposed.**

*13.12.120 - Standard construction specifications.*

*The workmanship and materials 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 Stormwater and Grading Design Standards provide other design details, in which case the requirements of this chapter and the Public Works Stormwater and Grading Design Standards shall be complied with.*

**Applicant's Response:**

**Any public works proposed will be permitted through OC public works with notes to conform to APWA standards.**

**CHAPTER 12.04 - STREETS SIDEWALKS AND PUBLIC PLACES**

*12.04.003 - Applicability.*

*A. Compliance with this chapter is required for all land divisions, site plan and design review, master plan, detailed development plan and conditional use applications and all public improvements.*

*B. Compliance with this chapter is also required for new construction or additions which exceed fifty percent of the existing square footage, of all single and two-family dwellings. All applicable single and two-family dwellings shall provide any necessary dedications, easements or agreements as identified in the transportation system plan and this chapter. In addition, the frontage of the site shall comply with the following prioritized standards identified in this chapter:*

- 1. Improve street pavement, construct curbs, gutters, sidewalks and planter strips; and*
- 2. Plant street trees.*

*The cost of compliance with the standards identified in 12.04.003.B.1 and 12.04.003.B.2 is limited to ten percent of the total construction costs. The value of the alterations and improvements as determined by the community development director is based on the entire project and not individual building permits. It is the responsibility of the applicant to submit to the community development director the value of the required improvements. Additional costs may be required to comply with other applicable requirements associated with the proposal such as access or landscaping requirements.*

**Applicant's Response: Understood**

*12.04.005 - Jurisdiction and management of the public rights-of-way.*

*A. The city has jurisdiction and exercises regulatory management over all public rights-of-way within the city under authority of the City Charter and state law by issuing separate public works right-of-way permits or permits as part of issued public infrastructure construction plans. No work in the public right-of-way shall be done without the proper permit. Some public rights-of-way within the city are regulated by the State of Oregon Department of Transportation (ODOT) or Clackamas County and as such, any work in these streets shall conform to their respective permitting requirements.*

*B. Public rights-of-way include, but are not limited to, streets, roads, highways, bridges, alleys, sidewalks, trails, paths, public easements and all other public ways or areas, including the subsurface under and air space over these areas.*

*C. The city has jurisdiction and exercises regulatory management over each public right-of-way whether the city has a fee, easement, or other legal interest in the right-of-way. The city has jurisdiction and regulatory management of each right-of-way whether the legal interest in the right-of-way was obtained by grant, dedication, prescription, reservation, condemnation, annexation, foreclosure or other means.*

*D. No person may occupy or encroach on a public right-of-way without the permission of the city. The city grants permission to use rights-of-way by franchises, licenses and permits.*

*E. The exercise of jurisdiction and regulatory management of a public right-of-way by the city is not official acceptance of the right-of-way, and does not obligate the city to maintain or repair any part of the right-of-way.*

**Applicant's Response: Understood**

*12.04.007 - Modifications.*

The review body may consider modification of this standard resulting from constitutional limitations restricting the city's ability to require the dedication of property or for any other reason, based upon the criteria listed below and other criteria identified in the standard to be modified. All modifications shall be processed through a Type II Land Use application and may require additional evidence from a transportation engineer or others to verify compliance. Compliance with the following criteria is required:

A. The modification meets the intent of the standard;

**Applicant's Response: Understood**

B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;

**Applicant's Response: NA, non requested**

C. The modification is consistent with an adopted plan; and

**Applicant's Response: NA, non requested**

D. The modification is complementary with a surrounding street design; or, in the alternative;

**Applicant's Response: NA, non requested**

E. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that complies with the state or federal constitution. The city shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.

**Applicant's Response: NA, non requested**

**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.

**Applicant's Response: Understood**

**12.04.020 - Construction specifications—Unimproved streets.**

Sidewalks constructed on unimproved streets shall be constructed of concrete according to lines and grades established by the city engineer and approved by the city commission. On unimproved streets curbs do not have to be constructed at the same time as the sidewalk.

**Applicant's Response: Understood**

**12.04.025 - Street design—Driveway curb cuts.**

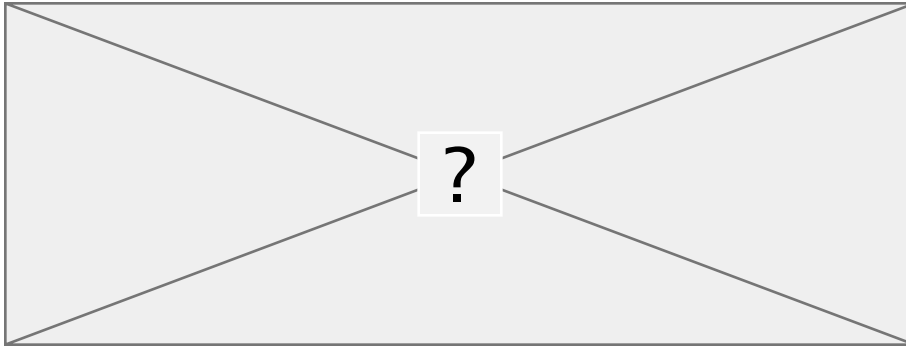
A. One driveway shall be allowed per frontage. In no case shall more than two driveways be allowed on any single or two-family residential property with multiple frontages.

B. With the exception of the limitations identified in 12.04.025.C, all driveway curb cuts shall be limited to the following dimensions.

Property Use	Minimum D r i v e w a y Width at sidewalk or property line	Maximum D r i v e w a y Width at sidewalk or property line
Single or two-family dwelling with one car garage/parking space	10 feet	12 feet
Single or two-family dwelling with two car garage/parking space	12 feet	24 feet
Single or two-family dwelling with three or more car garages/ parking space	18 feet	30 feet
Nonresidential or multi-family residential driveway access	15 feet	40 feet

The driveway width abutting the street pavement may be extended three feet on either side of the driveway to accommodate turn movements. Driveways may be widened onsite in locations other than where the driveway meets sidewalk or property line (for example between the property line and the entrance to a garage).

Figure 12.04.025: Example Driveway Curb Cut



**Applicant's Response: Understood**

C. The decision maker shall be authorized through a Type II process, unless another procedure applicable to the proposal applies, to minimize the number and size of curb cuts (including driveways) as far as practicable for any of the following purposes:

1. To provide adequate space for on-street parking;
2. To facilitate street tree planting requirements;
3. To assure pedestrian and vehicular safety by limiting vehicular access points; and
4. To assure that adequate sight distance requirements are met.

a. Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements.

b. Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development for detached housing within the "R-5" Single-Family Dwelling District or "R-3.5" Dwelling District, driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk or property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements.

**Applicant's Response: Understood**

D. For all driveways, the following standards apply.

1. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet and preferably twenty feet back into the lot as measured from the current edge of street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the city engineer.

2. Driving vehicles, trailers, boats, or other wheeled objects across a sidewalk or roadside planter strip at a location other than an approved permanent or city-approved temporary driveway approach is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.

3. Placing soil, gravel, wood, or other material in the gutter or space next to the curb of a public street with the intention of using it as a permanent or temporary driveway is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.

4. Any driveway built within public street or alley right-of-way shall be built and permitted per city requirements as approved by the city engineer.

**Applicant's Response: Understood**

E. Exceptions. The public works director reserves the right to waive this standard, if it is determined through a Type II decision including written findings that it is in the best interest of the public to do so.

**Applicant's Response: Understood**

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.*

**Applicant's Response: Understood**

**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.*

**Applicant's Response: Understood**

**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 restore the pavement in accordance with the City of Oregon City Public Works Pavement Cut Standard in effect at the time a right-of-way permit application is filed. The city commission may adopt and modify the City of Oregon City Public Works Pavement Cut Standards by resolution as necessary to implement the requirements of this chapter.*

**Applicant's Response: Understood**

**12.04.120 - Obstructions—Permit required.**

*A. Permanent Obstructions. It is unlawful for any person to place, put or maintain any obstruction, other than a temporary obstruction, as defined in subsection B. of this section, in any public street or alley in the city, without obtaining approval for a right-of-way permit from the commission by passage of a resolution.*

*1. The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.*

*2. The applicant shall submit at least the following information in the permitting process in order to allow the commission to adequately consider whether to allow the placement of an obstruction and whether any conditions may be attached:*

*a. Site plan showing right-of-way, utilities, driveways as directed by staff;*

*b. Sight distance per [Chapter 10.32](#), Traffic Sight Obstructions;*

*c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);*

*d. Alternative routes if necessary;*

*e. Minimizing obstruction area; and*

*f. Hold harmless/maintenance agreement.*

*3. If the commission adopts a resolution allowing the placement of a permanent obstruction in the right-of-way, the city engineer shall issue a right-of-way permit with any conditions deemed necessary by the commission.*

**B. Temporary Obstructions.**

*1. A "temporary obstruction" is defined as an object placed in a public street, road or alley for a period of not more than sixty consecutive days. A "temporary obstruction" includes, but is not limited to, moving containers and debris dumpsters.*

*2. The city engineer, or designee, is authorized to grant a permit for a temporary obstruction.*

*3. The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.*

*4. The applicant shall submit, and the city engineer, or designee, shall consider, at least the following items in the permitting process. Additional information may be required in the discretion of the city engineer:*

*a. Site plan showing right-of-way, utilities, driveways as directed by staff;*

*b. Sight distance per [Chapter 10.32](#), Traffic Sight Obstructions;*

*c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);*

*d. Alternative routes if necessary;*

*e. Minimizing obstruction area; and*

*f. Hold harmless/maintenance agreement.*

*5. In determining whether to issue a right-of-way permit to allow a temporary obstruction, the city engineer may issue such a permit only after finding that the following criteria have been satisfied:*

*a. The obstruction will not unreasonably impair the safety of people using the right-of-way and nearby residents;*

*b. The obstruction will not unreasonably hinder the efficiency of traffic affected by the obstruction;*

- c. No alternative locations are available that would not require use of the public right-of-way; and
- d. Any other factor that the city engineer deems relevant.
- 6. The permittee shall post a weatherproof copy of the temporary obstruction permit in plain view from the right-of-way.
- C. Fees. The fee for obtaining a right-of-way permit for either a permanent obstruction or a temporary obstruction shall be set by resolution of the commission.

**Applicant's Response: Understood**

**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.

**Applicant's Response: Understood**

**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.

**Applicant's Response: Understood**

**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, overlay districts, 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. 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. Notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. Access control in accordance with [Chapter] 12.04 shall be required to preserve the objectives of street extensions.

**Applicant's Response: NA**

**12.04.180 - Street design.**

All development regulated by this chapter shall provide street improvements in compliance with the standards in Figure 12.04.180 depending on the street classification set forth in the Transportation System Plan and the Comprehensive Plan designation of the adjacent property, unless an alternative plan has been adopted. The standards provided below are maximum design standards and may be reduced with an alternative street design which may be approved based on the modification criteria in [Section] 12.04.007. The steps for reducing the maximum design below are found in the Transportation System Plan.

**Table 12.04.180 Street Design**

To read the table below, select the road classification as identified in the Transportation System Plan and the Comprehensive Plan designation of the adjacent properties to find the maximum design standards for the road cross section. If the Comprehensive Plan designation on either side of the street differs, the wider right-of-way standard shall apply.



<i>R o a d Classificat ion</i>	<i>Comprehens ive Plan Designation</i>	<i>Right - o f - Way Widt h</i>	<i>Paveme n t Width</i>	<i>Publi c Acces s</i>	<i>Sidewa lk</i>	<i>Landsca pe Strip</i>	<i>Bike Lan e</i>	<i>Street Parkin g</i>	<i>Trave l Lane s</i>	<i>Media n</i>
<i>M a j o r Arterial</i>	<i>Mixed Use, Commercial or Public/ Quasi Public</i>	<i>1 1 6 ft.</i>	<i>94 ft.</i>	<i>0 . 5 ft.</i>	<i>10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells</i>		<i>6 ft.</i>	<i>8 ft.</i>	<i>( 5 ) 1 2 f t . Lane s</i>	<i>6 ft.</i>
	<i>Industrial</i>	<i>1 2 0 ft.</i>	<i>88 ft.</i>	<i>0 . 5 ft.</i>	<i>5 ft.</i>	<i>10.5 ft.</i>	<i>6 ft.</i>	<i>N/A</i>	<i>( 5 ) 1 4 f t . Lane s</i>	<i>6 ft.</i>
	<i>Residential</i>	<i>1 2 6 ft.</i>	<i>94 ft.</i>	<i>0 . 5 ft.</i>	<i>5 ft.</i>	<i>10.5 ft.</i>	<i>6 ft.</i>	<i>8 ft.</i>	<i>( 5 ) 1 2 f t . Lane s</i>	<i>6 ft.</i>

<i>R o a d Classificat ion</i>	<i>Comprehens ive Plan Designation</i>	<i>Right - o f - Way Widt h</i>	<i>Paveme n t Width</i>	<i>Publi c Acces s</i>	<i>Sidewa lk</i>	<i>Landsca pe Strip</i>	<i>Bike Lan e</i>	<i>Street Parkin g</i>	<i>Trave l Lane s</i>	<i>Media n</i>
<i>M i n o r Arterial</i>	<i>Mixed Use, Commercial or Public/ Quasi Public</i>	<i>1 1 6 ft.</i>	<i>94 ft.</i>	<i>0 . 5 ft.</i>	<i>10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells</i>		<i>6 ft.</i>	<i>8 ft.</i>	<i>( 5 ) 1 2 f t . Lane s</i>	<i>6 ft.</i>
	<i>Industrial</i>	<i>1 1 8 ft.</i>	<i>86 ft.</i>	<i>0 . 5 ft.</i>	<i>5 ft.</i>	<i>10.5 ft.</i>	<i>6 ft.</i>	<i>7 ft.</i>	<i>( 5 ) 1 2 f t . Lane s</i>	<i>N/A</i>
	<i>Residential</i>	<i>1 0 0 ft.</i>	<i>68 ft.</i>	<i>0 . 5 ft.</i>	<i>5 ft.</i>	<i>10.5 ft.</i>	<i>6 ft.</i>	<i>7 ft.</i>	<i>( 3 ) 1 2 f t . Lane s</i>	<i>6 ft.</i>

<i>R o a d Classificat ion</i>	<i>Comprehens ive Plan Designation</i>	<i>Right - o f - Way Widt h</i>	<i>Paveme n t Width</i>	<i>Publi c Acces s</i>	<i>Sidewa lk</i>	<i>Landsca pe Strip</i>	<i>Bike Lan e</i>	<i>Street Parkin g</i>	<i>Trave l Lane s</i>	<i>Media n</i>
<i>Collector</i>	<i>Mixed Use, Commercial or Public/ Quasi Public</i>	<i>8 6 ft.</i>	<i>64 ft.</i>	<i>0 . 5 ft.</i>	<i>10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells</i>		<i>6 ft.</i>	<i>8 ft.</i>	<i>( 3 ) 1 2 f t . Lane s</i>	<i>N/A</i>

	Industrial	8 8 ft.	62 ft.	0 . 5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	( 3 ) 1 2 ft . Lane s	N/A
	Residential	8 5 ft.	59 ft.	0 . 5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	( 3 ) 1 1 ft . Lane s	N/A

R o a d Classificat ion	Comprehens ive Plan Designation	Right - of - Way Widt h	Paveme n t Width	Publi c Acces s	Sidewa lk	Landsca pe Strip	Bike Lane	Street Parkin g	Trave l Lane s	Media n
Local	Mixed Use, Commercial or Public/ Quasi Public	6 2 ft.	40 ft.	0 . 5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		N/A	8 ft.	( 2 ) 1 2 ft . Lane s	N/A
	Industrial	6 0 ft.	38 ft.	0 . 5 ft.	5 ft.	5.5 ft.	(2) 19 ft. Shared Space			N/A
	Residential	5 4 ft.	32 ft.	0 . 5 ft.	5 ft.	5.5 ft.	(2) 16 ft. Shared Space			N/A

1. Pavement width includes, bike lane, street parking, travel lanes and median.

2. Public access, sidewalks, landscape strips, bike lanes and on-street parking are required on both sides of the street in all designations. The right-of-way width and pavement widths identified above include the total street section.

3. A 0.5 foot curb is included in landscape strip or sidewalk width.

4. Travel lanes may be through lanes or turn lanes.

5. The 0.5 foot public access provides access to adjacent public improvements.

6. Alleys shall have a minimum right-of-way width of twenty feet and a minimum pavement width of sixteen feet. If alleys are provided, garage access shall be provided from the alley.

**Applicant's Response: NA, we are not building a new road. We will be, however, adjusting the sidewalk along Fir street. See Civil plans.**

#### 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)."

D. 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."

**Applicant's Response: NA**

#### 12.04.190 - Street design—Alignment.

The centerline of streets shall be:

A. Aligned with existing streets by continuation of the centerlines; or  
 B. Offset from the centerline by no more than five (5) 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.

**Applicant's Response: NA**

12.04.194 - Traffic sight obstructions.

All new streets shall comply with the Traffic Sight Obstructions in [Chapter 10.32](#).

**Applicant's Response: NA**

12.04.195 - Spacing standards.

A. All new streets shall be designed as local streets unless otherwise designated as arterials and collectors in Figure 8 in the transportation system plan. The maximum block spacing between streets is five hundred thirty feet and the minimum block spacing between streets is one hundred fifty feet as measured between the right-of-way centerlines. If the maximum block size is exceeded, pedestrian accessways must be provided every three hundred thirty feet. The spacing standards within this section do not apply to alleys.

B. All new development and redevelopment shall meet the minimum driveway spacing standards identified in Table 12.04.195.B.

Table 12.04.195.B Minimum Driveway Spacing Standards		
Street Functional Classification	Minimum Driveway Spacing Standards	Distance
Major Arterial Streets	Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings	175 ft.
Minor Arterial Streets	Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings	175 ft.
Collector Streets	Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings	100 ft.
Local Streets	Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings	25 ft.

The distance from a street corner to a driveway is measured along the right-of-way from the edge of the intersection right-of-way to the nearest portion of the driveway and the distance between driveways is measured at the nearest portions of the driveway at the right-of-way.

**Applicant's Response: NA**

12.04.199 - Pedestrian and bicycle accessways.

Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, neighborhood activity centers, rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, and transit-orientated developments where public street connections for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways are appropriate in areas where public street options are unavailable, impractical or inappropriate. Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right-of-way at intervals not exceeding three hundred thirty feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.

A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.

**Applicant's Response: NA...site is on public street**

*B. Accessways shall be free of horizontal obstructions and have a nine-foot, six-inch high vertical clearance to accommodate bicyclists. To safely accommodate both pedestrians and bicycles, accessway right-of-way widths shall be as follows:*

*1. Accessways shall have a fifteen-foot-wide right-of-way with a seven-foot wide paved surface between a five-foot planter strip and a three-foot planter strip.*

*2. If an accessway also provides secondary fire access, the right-of-way width shall be at least twenty-three feet wide with a fifteen-foot paved surface a five-foot planter strip and a three-foot planter strip.*

**Applicant's Response: NA**

*C. Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway. On-street parking shall be prohibited within fifteen feet of the intersection of the accessway with public streets to preserve safe sight distance and promote safety.*

**Applicant's Response: NA**

*D. To enhance pedestrian and bicycle safety, accessways 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.*

**Applicant's Response: NA**

*E. Accessways shall comply with Americans with Disabilities Act (ADA).*

**Applicant's Response: Understood**

*F. The planter strips on either side of the accessway shall be landscaped along adjacent property by installation of the following:*

*1. Within the three-foot planter strip, an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average;*

*2. 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;*

*3. Within the five-foot planter strip, two-inch minimum caliper trees with a maximum of thirty-five feet of separation between the trees to increase the tree canopy over the accessway;*

*4. In satisfying the requirements of this section, evergreen plant materials that grow over forty-two inches in height shall be avoided. All plant materials shall be selected from the Oregon City Native Plant List.*

**Applicant's Response: NA**

*G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.*

**Applicant's Response: NA**

*H. Accessway surfaces shall be paved with all-weather materials as approved by the city. Pervious materials are encouraged. Accessway surfaces shall be designed to drain stormwater runoff to the side or sides of the accessway. Minimum cross slope shall be two percent.*

**Applicant's Response: NA**

*I. In parks, greenways or other natural resource areas, accessways may be approved with a five-foot wide gravel path with wooden, brick or concrete edgings.*

**Applicant's Response: NA**

*J. The community development director may approve an alternative accessway design due to existing site constraints through the modification process set forth in [Section 12.04.007](#).*

**Applicant's Response: Understood**

*K. Ownership, liability and maintenance of accessways. To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the hearings body shall require one of the following:*

*1. Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or*

2. The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.

**Applicant's Response: NA**

12.04.200 - Reserved.

Editor's note— Ord. No. 13-1003, § 1, Exhibit 1, adopted July 17, 2013, repealed § 12.04.200 in its entirety. Former § 12.04.200 pertained to "Street Design—Constrained local streets and/or rights-of-way." See Prior Code Cross-Reference Table and Code Comparative Table and Disposition List for derivation.

**Applicant's Response: NA**

12.04.205 - Mobility standards.

Development shall demonstrate compliance with intersection mobility standards. When evaluating the performance of the transportation system, the City of Oregon City requires all intersections, except for the facilities identified in subsection D below, to be maintained at or below the following mobility standards during the two-hour peak operating conditions. The first hour has the highest weekday traffic volumes and the second hour is the next highest hour before or after the first hour. Except as provided otherwise below, this may require the installation of mobility improvements as set forth in the transportation system plan or as otherwise identified by the city transportation engineer.

A. For intersections within the regional center, the following mobility standards apply:

1. During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.

2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.

3. Intersections located on the Regional Center boundary shall be considered within the Regional Center.

B. For intersections outside of the Regional Center but designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:

1. During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.

2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.

C. For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:

1. For signalized intersections:

a. During the first hour, 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.

b. During the second hour, 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.

2. For unsignalized intersections outside of the boundaries of the Regional Center:

a. For unsignalized intersections, during the peak hour, all movements serving more than twenty vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than twenty vehicles during the peak hour.

D. Until the city adopts new performance measures that identify alternative mobility targets, the city shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:

I-205/OR 99E Interchange

I-205/OR 213 Interchange



*OR 213/Beavercreek Road*

*State intersections located within or on the Regional Center Boundaries*

1. In the case of conceptual development approval for a master plan that impacts the above references intersections:

a. The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and

b. Only those trips approved by a detailed development plan review are vested.

2. Development which does not comply with the mobility standards for the intersections identified in [Section] 12.04.205.D shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.

**Applicant's Response: NA, no new streets are proposed**

*12.04.210 - Street design—Intersection angles.*

Except where topography requires a lesser angle, streets shall be laid out to intersect at angles as near as possible to right angles. In no case shall the acute angles be less than eighty degrees unless there is a special intersection design. An arterial or collector street intersecting with another street shall have at least one hundred feet of tangent adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least fifty feet of tangent adjacent to the intersection unless topography requires a lesser distance. All street intersections shall be provided with a minimum curb return radius of twenty-five feet for local streets. Larger radii shall be required for higher street classifications as determined by the city engineer. Additional right-of-way shall be required to accommodate curb returns and sidewalks at intersections. Ordinarily, intersections should not have more than two streets at any one point.

**Applicant's Response: NA**

*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.

**Applicant's Response: Understood**

*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 may be required to preserve the objectives of half streets.

When the remainder of an existing half-street improvement is made it shall include the following items: dedication of required right-of-way, construction of the remaining portion of the street including pavement, curb and gutter, landscape strip, sidewalk, street trees, lighting and other improvements as required for that particular street. It shall also include at a minimum the pavement replacement to the centerline of the street. Any damage to the existing street shall be repaired in accordance with the city's "Moratorium Pavement Cut Standard" or as approved by the city engineer.

**Applicant's Response: NA**

*12.04.225 - Street design—Cul-de-sacs and dead-end streets.*

The city discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some

significant physical constraint such as geologic hazards, wetland, natural or historic resource areas, dedicated open space, existing development patterns, arterial access restrictions or similar situation as determined by the community development director. When permitted, access from new cul-de-sacs and permanent dead-end streets shall be limited to a maximum of twenty-five dwelling units and a maximum street length of two hundred feet, as measured from the right-of-way line of the nearest intersecting street to the back of the cul-de-sac curb face. In addition, cul-de-sacs and dead end roads shall include pedestrian/bicycle accessways as required in this chapter. This section is not intended to preclude the use of curvilinear eyebrow widening of a street where needed.

Where approved, cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with fire district and city adopted street standards. Permanent dead-end streets other than cul-de-sacs shall provide public street right-of-way/easements sufficient to provide turn-around space with appropriate no-parking signs or markings for waste disposal, sweepers, and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker. Driveways shall be encouraged off the turnaround to provide for additional on-street parking space.

**Applicant's Response: NA**

**12.04.230 - Street design—Street names.**

Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names shall conform to the established standards in the city and shall be subject to the approval of the city.

**Applicant's Response: NA**

**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.

**Applicant's Response: NA**

**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.

**Applicant's Response: NA**

**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.

**Applicant's Response: Understood**

**12.04.255 - Street design—Alleys.**

Public alleys shall be provided in the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private 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.

**Applicant's Response: NA**

**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 transit agencies where the application impacts transit streets as identified in [Section] [17.04.1310](#). Pedestrian/bicycle access ways shall be provided as necessary

in [Chapter 12.04](#) 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.

**Applicant's Response: NA**

**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 ten 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.

**Applicant's Response: Understood**

**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 "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city in accordance with this ordinance, 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.

**Applicant's Response: Understood**

**CHAPTER 12.08 - PUBLIC AND STREET TREES<sup>[2]</sup>**

**12.08.015 - 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 curb-tight sidewalk, then all street trees shall be placed within the front yard setback, exclusive of any utility easement.

**Applicant's Response: Understood**

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.

**Applicant's Response: Understood**

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.

**Applicant's Response: Understood**

*C. All trees shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications.*

**Applicant's Response: Understood**

*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.*

**Applicant's Response: Understood**

*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.*

**Applicant's Response: Understood**

**CHAPTER 15.48 - GRADING, FILLING AND EXCAVATING**

*15.48.030 Applicability—Grading permit required.*

*A. A city-issued grading permit shall be required before the commencement of any of the following filling or grading activities:*

- 1. Grading activities in excess of ten cubic yards of earth;*
- 2. Grading activities which may result in the diversion of existing drainage courses, both natural and man-made, from their natural point of entry or exit from the grading site;*
- 3. Grading and paving activities resulting in the creation of impervious surfaces greater than two thousand square feet or more in area;*
- 4. Any excavation beyond the limits of a basement or footing excavation, having an unsupported soil height greater than five feet after the completion of such a structure; or*
- 5. Grading activities involving the clearing or disturbance of one-half acres (twenty-one thousand seven hundred eighty square feet) or more of land.*

**Applicant's Response: Understood**

*15.48.090 Submittal requirements.*

*An engineered grading plan or an abbreviated grading plan shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards whenever a city approved grading permit is required. In addition, a geotechnical engineering report and/or residential lot grading plan may be required pursuant to the criteria listed below.*

*A. Abbreviated Grading Plan. The city shall allow the applicant to submit an abbreviated grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards if the following criteria are met:*

- 1. No portion of the proposed site is within the flood management area overlay district pursuant to Chapter 17.42, the unstable soils and hillside constraints overlay district pursuant to Chapter 17.44, or a water quality resource area pursuant to Chapter 17.49; and*

- 2. The proposed filling or grading activity does not involve more than fifty cubic yards of earth.*

*B. Engineered Grading Plan. The city shall require an engineered grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer if the proposed activities do not qualify for abbreviated grading plan.*

*C. Geotechnical Engineering Report. The city shall require a geotechnical engineering report in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer who specializes in geotechnical work when any of the following site conditions may exist in the development area:*

- 1. When any publicly maintained facility (structure, street, pond, utility, park, etc.) will be supported by any engineered fill;*
- 2. When an embankment for a stormwater pond is created by the placement of fill;*
- 3. When, by excavation, the soils remaining in place are greater than three feet high and less than twenty feet wide.*

*D. Residential Lot Grading Plan. The city shall require a residential lot grading plan in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards*

to be prepared by a professional engineer for all land divisions creating new residential building lots or where a public improvement project is required to provide access to an existing residential lot.  
Applicant's Response: See civil plans

#### **CHAPTER 17.47 - EROSION AND SEDIMENT CONTROL**

17.47.070 Erosion and sediment control plans.

A. An application for an erosion and sediment control permit shall include an erosion and sediment control plan, which contains methods and interim measures to be used during and following construction to prevent or control erosion prepared in compliance with City of Oregon City public works standards for erosion and sediment control. These standards are incorporated herein and made a part of this title and are on file in the office of the city recorder.

Applicant's Response: See civil plans

#### **CHAPTER 17.41 - TREE PROTECTION STANDARDS**

17.41.020 - Tree protection—Applicability.

1. Applications for development subject to Chapters 16.08 or 16.12 (Subdivision or Minor Partition) or Chapter 17.62 (Site Plan and Design Review) shall demonstrate compliance with these standards as part of the review proceedings for those developments.

2. For public capital improvement projects, the city engineer shall demonstrate compliance with these standards pursuant to a Type II process.

3. Tree canopy removal greater than twenty-five percent on sites greater than twenty-five percent slope, unless exempted under Section 17.41.040, shall be subject to these standards.

4. A heritage tree or grove which has been designated pursuant to the procedures of Chapter 12.08.050 shall be subject to the standards of this section.

17.41.050 - Same—Compliance options.

Applicants for review shall comply with these requirements through one or a combination of the following procedures:

A. Option 1—Mitigation. Retention and removal of trees, with subsequent mitigation by replanting pursuant to Sections 17.41.060 or 17.41.070. All replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city.

B. Option 2—Dedicated Tract. Protection of trees or groves by placement in a tract within a new subdivision or partition plat pursuant to Sections 17.41.080–17.41.100; or

C. Option 3—Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to Sections 17.41.110–17.41.120; or

D. Option 4—Cash-in-lieu of planting pursuant to Section 17.41.130.

A regulated tree that has been designated for protection pursuant to this section must be retained or permanently protected unless it has been determined by a certified arborist to be diseased or hazardous, pursuant to the following applicable provisions.

The community development director, pursuant to a Type II procedure, may allow a property owner to cut a specific number of trees within a regulated grove if preserving those trees would:

1. Preclude achieving eighty percent of minimum density with reduction of lot size; or

2. Preclude meeting minimum connectivity requirements for subdivisions.

Applicant's Response: Understood

17.41.060 - Tree removal and replanting—Mitigation (Option 1).

A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in Chapter 17.04 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 arboriculture. 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 12.08—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 [Chapter 17.04](#)).
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.

**Applicant's Response: NA**

**17.41.070 - Planting area priority for mitigation (Option 1).**

Development applications which opt for removal of trees with subsequent replanting pursuant to section 17.41.050A. shall be required to mitigate for tree cutting by complying with the following priority for replanting standards below:

A. First Priority. Replanting on the development site.

B. Second Priority. Off-site replacement tree planting locations. If the community development director determines that it is not practicable to plant the total number of replacement trees on-site, a suitable off-site planting location for the remainder of the trees may be approved that will reasonably satisfy the objectives of this section. Such locations may include either publicly owned or private land and must be approved by the community development director.

**Applicant's Response: NA**

**17.41.075 - Alternative mitigation plan.**

The community development director may, subject to a Type II procedure, approve an alternative mitigation plan that adequately protects habitat pursuant to the standards for the natural resource overlay district alternative mitigation plan, [Section 17.49.190](#).

**Applicant's Response: NA**

**17.41.110 - Tree protection by restrictive covenant (Option 3).**

Any regulated tree or grove which cannot be protected in a tract pursuant to [Section 17.41.080](#) above shall be protected with a restrictive covenant in a format to be approved by the community development director. Such covenant shall be recorded against the property deed and shall contain provisions to permanently protect the regulated tree or grove unless such tree or grove, as determined by a certified arborist and approved by the community development director, are determined to be diseased or hazardous.

**Applicant's Response: NA**

**17.41.1[25] - Cash-in-lieu of planting (tree bank/fund) (Option 4).**

The applicant may choose this option in-lieu-of or in addition to Compliance Options 1 through 3. In this case, the community development director may approve the payment of cash-in-lieu into a dedicated fund for the remainder of trees that cannot be replanted in the manner described above.

A. The cash-in-lieu payment per tree shall be as listed on the adopted fee schedule and shall be adjusted annually based on the Consumer Price Index (Index). The price shall include the cost of materials, transportation and planting.

B. The amount of the cash-in-lieu payment into the tree bank shall be calculated as the difference between the value of the total number of trees an applicant is required to plant, including cost of installation and adjusted for Consumer Price Index, minus the value of the trees actually planted. The value of the trees shall be based on the adopted fee schedule.

**Applicant's Response: NA**

**17.41.130 - Regulated tree protection procedures during construction.**

A. No permit for any grading or construction of public or private improvements may be released prior to verification by the community development director that regulated trees designated for protection or conservation have been protected according to the following standards. No trees designated for removal shall be removed without prior written approval from the community development director.

**Applicant's Response: NA**

B. Tree protection shall be as recommended by a qualified arborist or, as a minimum, to include the following protective measures:

1. Except as otherwise determined by the community development director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.

2. Approved construction fencing, a minimum of four feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater. An alternative may be used with the approval of the community development director.

3. Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the community development director.

4. No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.

5. The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.

6. No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the community development director.

7. No machinery repair or cleaning shall be performed within ten feet of the dripline of any trees identified for protection.
8. Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the community development director and pursuant to the approved written recommendations and on-site guidance and supervision of a certified arborist.
9. The city may require that a certified arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.
10. The community development director may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/management program to provide protection to the resource as recommended by the arborist or horticulturist.

**Applicant's Response: NA**

C. Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. Drainage and grading plans shall include provision to ensure that drainage of the site does not conflict with the standards of this section. Excessive site run-off shall be directed to appropriate storm drainage facilities and away from trees designated for conservation or protection.

**Applicant's Response: NA**

## **CHAPTER 17.50 - ADMINISTRATION AND PROCEDURES**

### **17.50.050 Preapplication Conference**

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.

**Applicant's Response: A pre-application meeting was held.**

### **17.50.055 Neighborhood Association Meeting**

The purpose of the meeting with the recognized neighborhood association is to inform the affected neighborhood association about the proposed development and to receive the preliminary responses and suggestions from the neighborhood association and the member residents.

1. Applicants applying for annexations, zone change, comprehensive plan amendments, conditional use, planning commission variances, subdivision, or site plan and design review (excluding minor site plan and design review), general development master plans or detailed development plans applications shall schedule and attend a meeting with the city-recognized neighborhood association in whose territory the application is proposed. Although not required for other projects than those identified above, a meeting with the neighborhood association is highly recommended.

2. The applicant shall send, by certified mail, return receipt requested letter to the chairperson of the neighborhood association and the citizen involvement committee describing the proposed project. Other communication methods may be used if approved by the neighborhood association.

3. A meeting shall be scheduled within thirty days of the notice. A meeting may be scheduled later than thirty days if by mutual agreement of the applicant and the neighborhood association. If the neighborhood association does not want to, or cannot meet within thirty days, the applicant shall hold their own meeting after six p.m. or on the weekend, with notice to the neighborhood association, citizen involvement committee, and all property owners within three hundred feet. If the applicant holds their own meeting, a copy of the certified letter requesting a neighborhood association meeting shall be required for a complete application. The meeting held by the applicant shall be held within the boundaries of the neighborhood association or in a city facility.
4. If the neighborhood association is not currently recognized by the city, is inactive, or does not exist, the applicant shall request a meeting with the citizen involvement committee.
5. To show compliance with this section, the applicant shall submit a sign-in sheet of meeting attendees, a summary of issues discussed, and letter from the neighborhood association or citizen involvement committee indicating that a neighborhood meeting was held. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, a sign in sheet of attendees and a summary of issues discussed.

**Applicant's Response:**

A neighborhood meeting was held and recorded as required. See documents enclosed.

## **CHAPTER 17.58 LAWFUL NONCONFORMING USES, STRUCTURES AND LOTS**

### **17.58.015 Applicability.**

The regulations of this chapter apply only to those nonconforming situations that were lawfully established or that were approved through a land use decision. All nonconforming structures, uses or lots shall have been maintained over time. These situations have lawful nonconforming status. Nonconforming situations that were not allowed when established or have not been maintained over time have no lawful right to continue.

**Applicant's Response: NA**

C. Expansion. An expansion of a lawful nonconforming structure may be approved, conditionally approved or denied in accordance with the standards and procedures of this section.

1. In making a determination on such applications, the decision maker shall weigh the proposal's positive and negative features and the public convenience or necessity to be served against any adverse conditions that would result from authorizing the particular development at the location proposed, and, to approve such expansion, it must be found that the criteria identified in [Section 17.58.060](#) have either been met, can be met by observance of conditions, or are not applicable.

**Applicant's Response: NA**

2. An expansion of a nonconforming structure with alterations that exceed the threshold of subparagraph C.2.a. below shall comply with the development standards listed in subparagraph C.2.b. The value of the alterations and improvements is based on the entire project and not individual building permits.

a. Thresholds triggering compliance. The standards of subparagraph C.2.b. below shall be met when the value of the proposed exterior alterations or additions to the site, as determined by the community development director, is more than seventy-five thousand dollars. The following alterations and improvements shall not be included in the threshold calculation:

1. Proposed alterations to meet approved fire and life safety agreements;
2. Alterations related to the removal of existing architectural barriers, as required by the Americans with Disabilities Act, or as specified in Section 1113 of the Oregon Structural Specialty Code;
3. Alterations required to meet Seismic Design Requirements; and
4. Improvements to on-site stormwater management facilities in conformance with Oregon City Stormwater Design Standards.

**Applicant's Response: NA**

b. Standards that shall be met. Developments not complying with the development standards listed below shall be brought into conformance.

1. Pedestrian circulation systems, as set out in the pedestrian standards that apply to the sites;
2. Minimum perimeter parking lot landscaping;
3. Minimum interior parking lot landscaping;
4. Minimum site landscaping requirements;



5. Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with [Chapter 17.52](#)—Off-Street Parking and Loading;
  6. Screening; and
  7. Paving of surface parking and exterior storage and display areas.
- Applicant's Response:** There is currently enough bicycle parking for the entire site. We are adding secure bicycle parking to the interior of the building.

*c. Area of required improvements.*

1. Generally. Except as provided in C.2.c.2. below, required improvements shall be made for the entire site.
2. Exception for sites with ground leases. Required improvements may be limited to a smaller area if there is a ground lease for the portion of the site where the alterations are proposed. If all of the following are met, the area of the ground lease will be considered as a separate site for purposes of required improvements. The applicant shall meet the following:
  - i. The signed ground lease — or excerpts from the lease document satisfactory to the city attorney — shall be submitted to the community development director. The portions of the lease shall include the following:
    - The term of the lease. In all cases, there must be at least one year remaining on the ground lease; and
    - A legal description of the boundaries of the lease.
  - ii. The boundaries of the ground lease shall be shown on the site plan submitted with the application. The area of the lease shall include all existing and any proposed development that is required for, or is used exclusively by, those uses within the area of the lease; and
  - iii. Screening shall not be required along the boundaries of ground leases that are interior to the site.

**Applicant's Response:** The proposed project will be on a ground lease for the remaining pad. We will provide the required documents.

*d. Timing and cost of required improvements. The applicant may choose one of the two following options for making the required improvements:*

1. Option 1. Required improvements may be made as part of the alteration that triggers the required improvements. The cost of the standards that shall be met, identified in subparagraph C.2.b. above, is limited to ten percent of the value of the proposed alterations. It is the responsibility of the applicant to document to the community development director the value of the required improvements. Additional costs may be required to comply with other applicable requirements associated with the proposal. When all required improvements are not being made, the priority for the improvements shall be as listed in subparagraph C.2.b. above.
2. Option 2. Required improvements may be made over several years, based on the compliance period identified in Table [17.58](#)—1 below. However, by the end of the compliance period, the site shall be brought fully into compliance with the standards listed in subparagraph C.2.b. Where this option is chosen, the following must be met:
  - i. Before a building permit is issued, the applicant shall submit the following to the community development director:
    - A Nonconforming Development Assessment, which identifies in writing and on a site plan, all development that does not meet the standards listed in Subparagraph C.2.b.
    - A covenant, in a form approved by the city attorney, executed by the property owner that meets the requirements of [17.50.150](#). The covenant shall identify development on the site that does not meet the standards listed in Subparagraph C.2.b., and require the owner to bring that development fully into compliance with this title. The covenant shall also specify the date by which the owner will be in conformance. The date must be within the compliance periods set out in Table [17.58](#) — 1.
  - ii. The nonconforming development identified in the Nonconforming Development Assessment shall be brought into full compliance with the requirements of this Title within the following compliance periods. The compliance period begins when a building permit is issued for alterations to the site of more than seventy-five thousand dollars. The compliance periods are based on the size of the site (see Table [17.58](#)—1 below).
  - iii. By the end of the compliance period, the applicant or owner shall request that the site be certified by the community development director as in compliance. If the request is not received within that time, or if the site is not fully in conformance, no additional building permits will be issued.
  - iv. If the regulations referred to by subparagraph C.2.b. are amended after the Nonconforming Development Assessment is received by the community development director, and those amendments result in development on the site that was not addressed by the Assessment becoming nonconforming,

*the applicant shall address the new nonconforming development using Option 1 or 2. If the applicant chooses Option 2, a separate Nonconforming Development Assessment, covenant and compliance period will be required for the new nonconforming development.*

Table [17.58](#)—1

**Compliance Periods for Option 2**

Square footage of site	Compliance Period
Less than 150,000 sq. ft.	2 years
150,000 sq. ft. or more, up to 300,000 sq. ft.	3 years
300,000 sq. ft. or more, up to 500,000 sq. ft.	4 years
More than 500,000 sq. ft.	5 years

**Applicant's Response: NA**

## **Chapter 17.60 - VARIANCES[\[31\]](#)**

### **17.60.010 - Authority.**

According to procedures set forth in [Section 17.60.030](#), the planning commission or the community development director may authorize variances from the requirements of this title. In granting a variance, the planning commission or community development director may attach conditions to protect the best interests of the surrounding property or neighborhood and otherwise achieve the purposes of this title. No variances shall be granted to allow the use of property for a purpose not authorized within the zone in which the proposed use would be located.

(Ord. No. 08-1014, §§ 1–3(Exhs. 1–3), 7-1-2009)

### **17.60.020 - Variances—Procedures.**

A.

A request for a variance shall be initiated by a property owner or authorized agent by filing an application with the city recorder. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. When relevant to the request, building plans may also be required. The application shall note the zoning requirement and the extent of the variance requested. Procedures shall thereafter be held under [Chapter 17.50](#). In addition, the procedures set forth in subsection D. of this section shall apply when applicable.

B.

A nonrefundable filing fee, as listed in [Section 17.50](#).<sup>[0]</sup>80, shall accompany the application for a variance to defray the costs.

C.

Before the planning commission may act on a variance, it shall hold a public hearing thereon following procedures as established in [Chapter 17.50](#). A Variance shall address the criteria identified in [Section 17.60.030](#), Variances – Grounds.

D.

Minor variances, as defined in subsection E. of this section, shall be processed as a Type II decision, shall be reviewed pursuant to the requirements in Section 17.50.030B., and shall address the criteria identified in [Section 17.60.030](#), Variance – Grounds.

E.

For the purposes of this section, minor variances shall be defined as follows:

1.

Variances to setback and yard requirements to allow additions to existing buildings so that the additions follow existing building lines;

2.

Variances to width, depth and frontage requirements of up to twenty percent;

3. Variances to residential yard/setback requirements of up to twenty-five percent;
  4. Variances to nonresidential yard/setback requirements of up to ten percent;
  5. Variances to lot area requirements of up to five;
  6. Variance to lot coverage requirements of up to twenty-five percent;
  7. Variances to the minimum required parking stalls of up to five percent; and
  8. Variances to the floor area requirements and minimum required building height in the mixed-use districts.
- (Ord. No. 08-1014, §§ 1–3(Exhs. 1–3), 7-1-2009)

**Applicants response:** We are asking for a variance for the landscaping requirements. The initial landscaping code allowed for the use of landscape islands in the landscape calculations. The code then changed to diss-allow. Now, it is scheduled to change back to the original requirements. This variance will allow us to proceed with development instead of waiting for its adoption.

#### **17.60.030 - Variance—Grounds.**

A variance may be granted only in the event that all of the following conditions exist:

A.

That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title;

**Applicants response:** NA Because it is a request for the reduction of landscaping, it will not cause any effect to adjacent properties such as reducing light, air, safe access or other desirable qualities. In fact, the site is flanked by a road to the north, east, and west with a parking lot to the south.

B.

That the request is the minimum variance that would alleviate the hardship;

**Applicants response:** Yes

C.

Granting the variance will equal or exceed the purpose of the regulation to be modified.

**Applicant's response:** Granting the variance will equal or exceed the purpose of the regulation as the site currently has mature landscaping and the current landscape islands are not counted in the overall landscaping requirements. Furthermore the garden center at Wilco was not counted in the area calculations for landscaping. It contains over 1,500 square feet of plants in an open air environment.

D.

Any impacts resulting from the adjustment are mitigated;

**Applicant's response:** We are proposing the removal of 3,360 sf of asphalt in an effort to mitigate the landscape area discrepancy. Additionally, the proposed building will have solar panels that will absorb heat and shade the roof.

E.

No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and

**Applicant's response:** There are not practical alternatives.

The lessee, Precision Cabinets, does not need many parking spaces. They have a few employees and the "Design Center" which is only open by appointment. The "Design Center's primary use is to primary use is to show options to existing customers, who would be coming in to select their cabinet details. Therefore, we propose removing some parking and increasing the building footprint. The landscaping area is actually increased by doing this. See sheet A101. This is the minimum footprint they could build to achieve this use.

We have explored installing a “Green roof” but the estimated cost would be about 30% of the building costs which would increase the lease about by 30%. For a building this size that would amortize an additional cost to the lessee of nearly \$2,000 per month. We did remove over 3,500 sf in asphalt and convert it to landscaping. So the net impact to the site is roughly 1,500 sf.

F.

The variance conforms to the comprehensive plan and the intent of the ordinance being varied.  
Applicant’s response:

**Background:**

The proposed building would be for light manufacturing and supporting office use for a construction business and specifically cabinet manufacturing. There would also be a display area for the cabinet shop that would be open by appointment only. The use conforms to current zoning and use codes for this type of use.

The current Wilco store was built in 2009 on the adjoining lot acquired from Leong’s Chinese restaurant and incorporated into the master site consisting both lots. The site plan, at this proposed lot a the northeast corner designated as “reserved for future development”. Sometime after completion of this construction there were revised rules which disallowed using landscaping in areas within parking lots as part of the required 15% landscaping requirements. Although the planning department has recommended revising the code again to allow the these areas to count, it requires an approval of the City Council, which is still pending.

The proposed vacant lot is not currently being used and is awaiting future development. We are requesting this variance to enable us to accommodate the prospective tenant Precision Cabinets. Their “Green” energy techniques are the most advanced in the industry resulting in zero net energy consumption and they utilize superior insulation, solar, and heat pumps to achieve this zero energy efficiency. The proposed building would incorporate all of these technologies as a model show case for their potential customers as well as supporting their two businesses.

This project has been under consideration for over two years with every other option coming to the sam conclusion that the best solution is to obtain a variance from the Planning Commission to allow us to get this project completed.

We feel that this variance should be granted quickly since it is strictly a matter of landscaping issues which were caused primarily by changes in the code since the original site plan was approved. There are no other issues that need consideration in this simple request so we urge you to review and approve this request as soon as possible. We would like to be able to build this structure during this building time of year rather than have it delayed until the fall weather increases the difficulties of construction. Please keep in mind that there is no other practical use for this vacant lot if this request is denied.



#### **17.62.015 - Modifications that will better meet design review requirements.**

The review body may consider modification of site-related development standards. These modifications are done as part of design review and are not required to go through the Variance process pursuant to [section 17.60.020](#). Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the Variance process pursuant to [section 17.60.020](#). Modifications that are denied through design review may be requested as Variance through the Variance process pursuant to [section 17.60.020](#). The review body may approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

A.

The modification will result in a development that better meets design guidelines; and

B.

The modification meets the intent of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

#### **17.62.050 - 21 Building Materials Standards**

a. Preferred Building Materials. Building exteriors shall be constructed from high quality, durable materials. Preferred exterior building materials that reflect the city's desired traditional character are as follows:

i. Brick.

ii. Basalt stone or basalt veneer.

iii. Narrow horizontal wood or composite siding (generally five inches wide or less); wider siding will be considered where there is a historic precedent.

iv. Board and batten siding.

v. Other materials subject to approval by the community development director.

vi. Plywood with battens or fiber/composite panels with concealed fasteners and contiguous aluminum sections at each joint that are either horizontally or vertically aligned.

vii. *Stucco shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.*

*Applicant's response: The proposed building will be built from Insulated Concrete Forms (ICF) with a stucco finish. This system is not only extremely durable and very high quality, but also is extremely well insulated and air tight. None of the materials will be susceptible to rot. We do not want to add wood to trim the stucco in wood because the wood will decay and does not meet the durability of the stucco on ICF system. It will be a maintenance problem. The building is too tall and has a flat roof, so an overhang would have to be extremely large and unfeasible to protect the stucco. Furthermore, our building is too close to the property line to have a substantial overhang. Traditional buildings, for the most part, were not designed for sustainability under current "Green" concepts. This building, with its super insulated shell, efficient but adequate daylighting, solar panels, and durable materials will be "net zero" and serve the occupants and planet for decades to come.*

March 8, 2019

George Lizer  
Lizer Properties I, LLC  
9855 SE Top O Scott Street  
Happy Valley, OR. 97086



**LANCASTER  
ENGINEERING**

321 SW 4th Ave., Suite 400  
Portland, OR 97204  
phone: 503.248.0313  
fax: 503.248.9251  
lancasterengineering.com

RE: Precision Cabinets Manufacturing Facility – Transportation Analysis Letter

Dear Mr. Lizer,

This Transportation Analysis Letter (TAL) evaluates the transportation impacts of the proposed development of the northeastern-most section of a property located at 19224 S Molalla Avenue in Oregon City, Oregon. The project will include the development of a 6,580 square-foot cabinet manufacturing facility, which will also have a showroom for manufactured goods.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, as well as to determine any mitigation that may be necessary to do so. Detailed information on trip generation calculations and safety analyses are included as an attachment to this letter.

### ***Location Description***

#### ***Project Site Description***

The project site, which is currently undeveloped, is located south of S Fir Street, west of Highway 213, and east of Molalla Avenue in Oregon City, Oregon. The site includes a portion of tax lot 32E09B 01500, and encompasses an approximate total of 0.2 acres. The site is located within the northeastern corner of an existing shopping center/industrial park that takes access to both S Fir Street via two existing driveways and Molalla Avenue via one existing driveway; however, a majority of site trips are expected to utilize the easternmost driveway along S Fir Street.

The subject site is located within a predominately industrial area of Oregon City, with commercial/industrial uses surrounding the site in all directions. One notable development located within a half-mile walking/biking distance of the site includes Clackamas Community College to the southeast.



### *Vicinity Roadways*

The proposed development is expected to impact the following two roadways: S Fir Street and Molalla Avenue. Table 1 provides a description of each of the roadways.

**Table 1: Vicinity Roadway Descriptions**

Roadway	Jurisdiction	Functional Classification	Cross-Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
S Fir Street	Oregon City	Collector	2 to 3 Lanes	25 mph Posted	Partially Permitted	Partial Both Sides	Both Sides	Both Sides
Molalla Avenue	Oregon City	Major Arterial	3 to 5 Lanes	35 mph Posted	Partially Permitted	Both Sides	Both Sides	Both Sides

Note: Functional classification and roadway jurisdiction based on *2013 Oregon City Transportation System Plan*.

### *Vicinity Intersections*

The intersection of S Fir Street at Molalla Avenue is a three-legged intersection that is stop-controlled for the westbound approach of S Fir Street. The westbound approach has one shared lane for all turning movements. The northbound approach of Molalla Avenue has a center two-way left turn lane, a shared lane for through and right-turn movements, and a bicycle lane to the right of the outermost vehicle lane. The southbound approach of Molalla Avenue has a dedicated left-turn lane, a shared lane for through and right-turn movements, and a bicycle lane to the right of the outermost vehicle lane. Crosswalks are unmarked across all three intersection legs.

### *Access Intersections*

As described in the *Project Site Description* section, the site will have access to the greater transportation system via three existing driveways which currently serve the shopping center/industrial park: two driveways along S Fir Street and one driveway along Molalla Avenue. All three driveways allow unrestricted turning-movements for both ingress and egress traffic. Although all three driveways could potentially serve the proposed use, due to the layout of the shopping center/industrial park and the location of the project site within the center/park, it is expected that a significant majority of site trips will utilize the easternmost driveway along S Fir Street.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.



Figure 1 – Aerial Photo of Site Vicinity (Image from Google Maps)

## Site Trips

### Trip Generation

To estimate the number of trips that will be generated by the proposed development, trip rates from the *Trip Generation Manual*<sup>1</sup> were used. Data from land-use code 140, *Manufacturing*, was used to estimate site trip generation based on the square footage of the gross building floor area.

The trip generation calculations show that the proposed development is projected to generate 4 morning peak hour trips, 4 evening peak hour trips, and 26 average weekday trips. The trip generation estimates of the proposed development are summarized in Table 2. Detailed trip generation calculations are included as an attachment to this letter.

---

<sup>1</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017.





**Table 2: Proposed Development Trip Generation Summary**

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday
			Enter	Exit	Total	Enter	Exit	Total	Total
Manufacturing	140	6,580 sf	3	1	4	1	3	4	26

### ***Trip Distribution***

The directional distribution of site trips to/from the proposed development was estimated based on the locations of likely trip destinations and the locations of major transportation facilities in the site vicinity. In addition, based on the location of the project site within the existing shopping center/industrial park, it is assumed that a significant majority of site trips will utilize the easternmost driveway along S Fir Street, and will nominally impact the westernmost driveway along S Fir Street and the driveway along Molalla Avenue. It is estimated that approximately 50 percent of site trips will travel to/from the west along S Fir Street while approximately 50 percent of site trips will travel to/from the east. This can be equated to 2 morning and evening peak hour trips traveling to/from the west along S Fir Street, and 2 morning and evening peak hour trips traveling to/from the east.

### ***Safety Analysis***

#### ***Crash Data Analysis***

Using data obtained from ODOT's Crash Analysis and Reporting Unit, a review was performed for the most recent five years of available crash data (January 2012 through December 2016) at the intersection of S Fir Street at Molalla Avenue, as well as along the roadway of S Fir Street from Molalla Avenue to S Beaver Creek Road (excluding crashes at the intersections with Molalla Avenue and S Beaver Creek Road). The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions.

The intersection of S Fir Street at Molalla Avenue had four reported collisions during the analysis period. Three crashes were rear-end collisions: one was classified as "Property Damage Only" (*PDO*), and the other two were classified as "Possible Injury – Complaint of Pain" (*Injury C*). One crash was an angle collision and was classified as *PDO*.

The roadway segment of S Fir Street between Molalla Avenue and S Beaver Creek Road had six reported collisions during the analysis period. Four of the crashes occurred along driveway intersections along S Fir Street, all of which were turning-movement collisions classified as *PDO*. The other two reported collisions



George Lizer  
March 8, 2019  
Page 5 of 5

were unrelated to a specific driveway intersection: one of the crashes was a backing collision classified as *Injury C* while the other was a rear-end collision classified as *Injury C*.

Due to the low number of crashes and the low severity of collisions near the project site, no specific safety mitigation is necessary or recommended as part of the proposed development.

### *Sight Distance Analysis*

Sight distance was examined for the easternmost existing driveway intersection along S Fir Street. Sight distance was measured and evaluated in accordance with standards established in *A Policy on Geometric Design of Highways and Streets*<sup>2</sup>. According to AASHTO, the driver's eye is assumed to be within the side-street approach, 3.5 feet above the pavement at a position of 15 feet behind the near edge of the traveled way. Measurements are taken to a position within the approaching travel lanes 3.5 feet above the pavement on the major-street.

Based on a posted speed of 25 mph along S Fir Street, the minimum recommended intersection sight distance for maintaining relatively uninterrupted traffic flow along the roadway is 280 feet to the east and west. Provided any on-street parked vehicles are relocated outside of the intersection sight triangles, sight distances were measured to be in excess of 300 feet to the east and west of the intersection.

### *Conclusions*

The projected impacts of the proposed development to the existing transportation system within the site vicinity are expected to be minimal. The new site trips are not expected to significantly alter the operation or safety of the existing transportation facilities. Additionally, the nearby vicinity roadways and intersections are expected to operate safely.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.

Sincerely,



Melissa Webb, PE  
Transportation Analyst

---

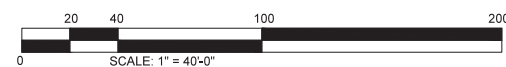
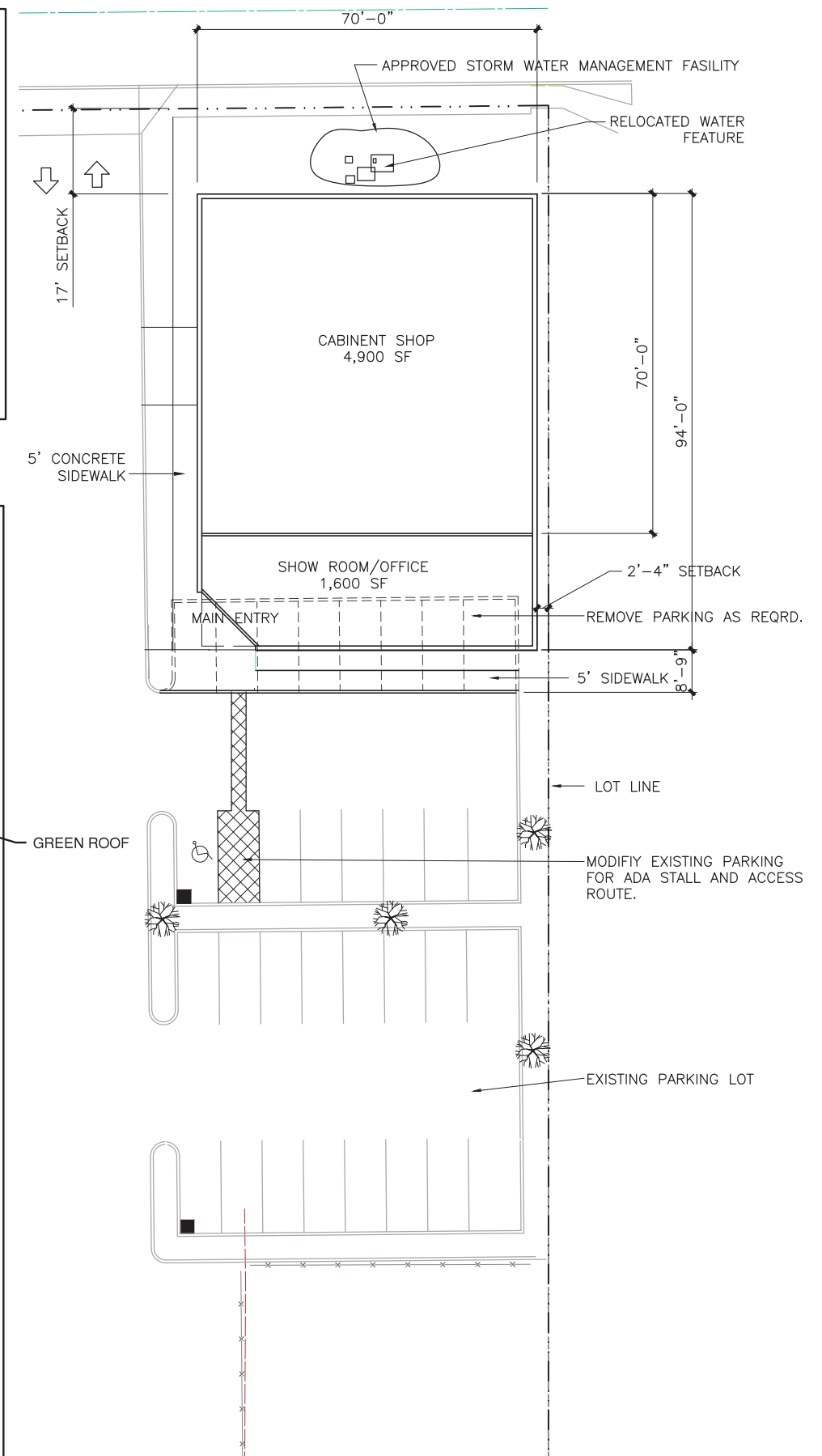
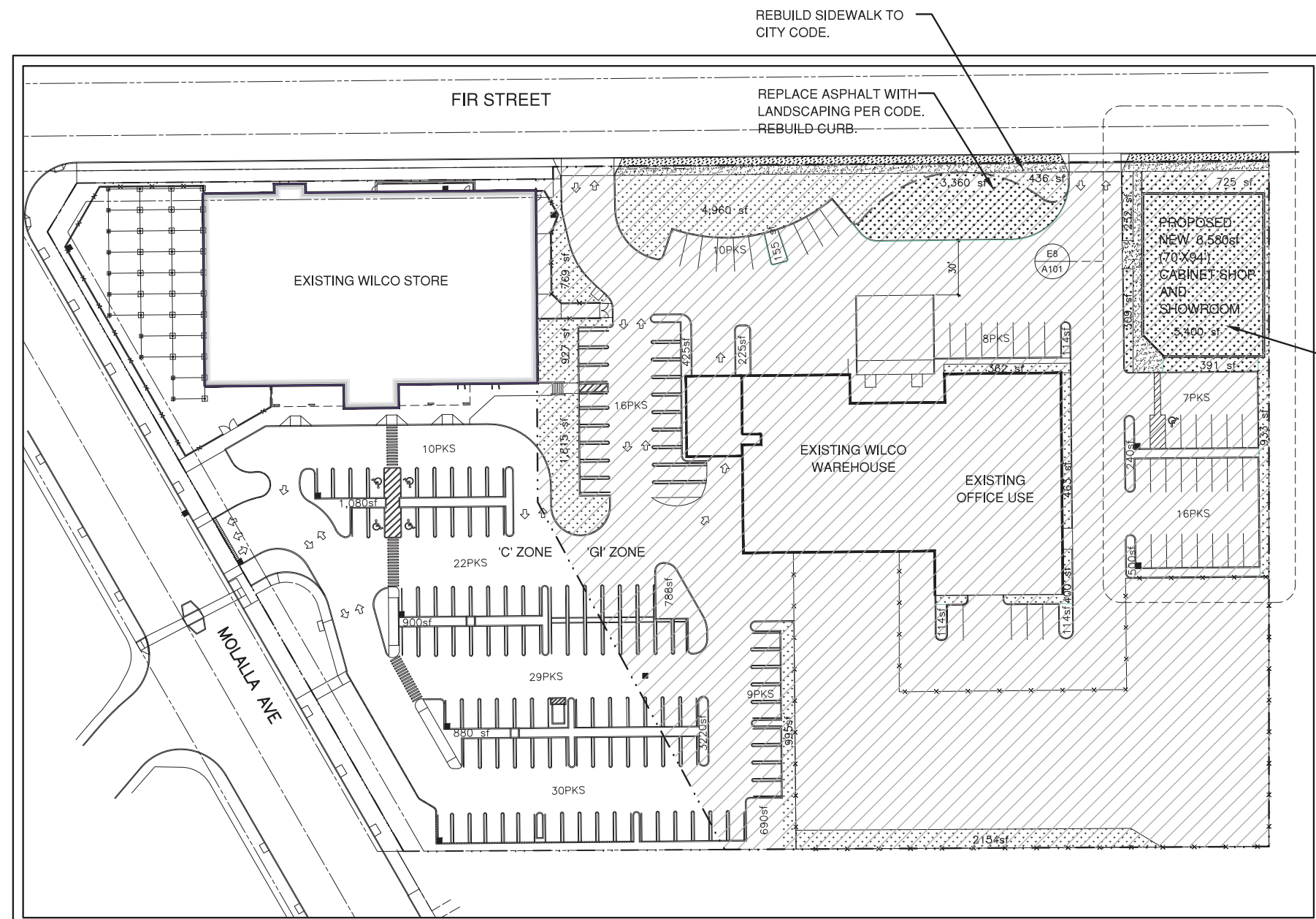
<sup>2</sup> American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6<sup>th</sup> Edition, 2011.

ZONING DESIGNATION:	GI - GENERAL
INDUSTRIAL	
SITE AREA	152,400 SF
LANDSCAPING REQUIRED FOR 15% =	22,860 SF
(E) LANDSCAPING:	14,110 SF
CURB REMOVAL ADD LANDSCAPING	3,360 SF
GREEN ROOF	5,400 SF
LANDSCAPING TOTAL:	22,870 SF = 15.0%

PARKING ISLANDS @ GI ZONE (NOT USED IN ABOVE CALCS)	3,687 SF
--	----------

WILCO RETAIL AREA:	61,320 SF
WILCO WAREHOUSE AREA:	13,000 SF
OFFICE AREA:	6,300 SF
NEW MANF./LITE INDUSTRIAL::	6,500 SF
<u>NEW SHOWROOM/OFFICE:</u>	<u>1,600 SF</u>
TOTAL NEW BLDG AREA:	8,100 SF
(INCLUDES 1,600SF MEZZ.)	
WILCO RETAIL OCCUPANCY	M
WILCO WAREHOUSE OCC.	S-1
OFFICE USE OCC:	B
MANUFACTURING OCC:	F-1 (LIGHT INDUSTRIAL)
ZONING	GI / C
PARKING REQUIRED/1000 SF	MIN MAX
RETAIL	4.1 5
STORAGE WAREHOUSE	.3 .4
OFFICE	2.7 3.3
LIGHT INDUSTRIAL/MANF:	1.6 1.7

NEW BUILDING PARKING REQUIRED:	<u>MIN</u>	<u>MAX</u>
LIGHT INDUSTRIAL/MANF:	10	10
SHOWROOM/OFFICE:	5	8
TOTAL PARKING REQUIRED:		
EXISTING BUILDINGS:		
RETAIL	87	106
WILCO WH	4	5
OFFICE	17	21
TOTAL PARKING REQUIRED:	123	150
CURRENT PARKING PROVIDED:	159	
CURRENT BIKE PARKING	8	





## TRIP GENERATION CALCULATIONS

*Land Use:* Manufacturing  
*Land Use Code:* 140  
*Variable:* 1,000 Square Feet  
*Variable Quantity:* 6.58

### AM PEAK HOUR

*Trip Rate:* 0.62

	Enter	Exit	Total
Directional Distribution	77%	23%	
Trip Ends	3	1	4

### PM PEAK HOUR

*Trip Rate:* 0.67

	Enter	Exit	Total
Directional Distribution	31%	69%	
Trip Ends	1	3	4

### WEEKDAY

*Trip Rate:* 3.93

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	13	13	26

### SATURDAY

*Trip Rate:* 6.42

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	21	21	42



OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY      **FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016**  
1 - 4      of      29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE				
INVEST	E	A	U	C	O	DAY	FIRST STREET	(MEDIAN)	DIST	TRAF-	RNDBT	SURF	COLL	OWNER	FROM											
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	DIRECT	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO										
UNLOC?	D	C	S	L	K	LAT	LONG	(#LANES)	LOC																	
01491	N	N	N			03/11/2015	16	S BEAVERCREEK RD	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE	0	STRGHT			29				
NONE						WE	0	FIR ST	SE			TRF SIGNAL	N	DRY	REAR	PRVTE	SE-NW				000	00				
N						11A			06	0		N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	00	F	OR-Y	026	000	29
N						45 19 57.32	-122 34 44.74															OR<25				
														02	NONE	0	STOP	SE-NW				011	00			
														PRVTE				01	DRVR	INJC	66	F	OR-Y	000	000	00
														PSNGR	CAR							OR<25				
04635	N	N	N			12/02/2012	16	S BEAVERCREEK RD	INTER	CROSS	N		N	RAIN	ANGL-STP	01	NONE	0	TURN-L			08				
NONE						SU	0	FIR ST	S			L-GRN-SIG	N	WET	TURN	PRVTE	E -S				000	00				
N						12A			06	0		N	DLIT	INJ	PSNGR	CAR		01	DRVR	INJC	47	F	OR-Y	002	000	08
N						45 19 57.1826002	-122 34 44.724334															OR<25				
														02	NONE	0	STOP	S -N				012	00			
														PRVTE				01	DRVR	INJB	18	M	OR-Y	000	000	00
														PSNGR	CAR							OR<25				
04684	N	N	N	N	N	05/08/2012	16	S BEAVERCREEK RD	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE	0	STRGHT			27,07				
CITY						TU	0	FIR ST	W			TRF SIGNAL	N	DRY	REAR	PRVTE	W -E				000	00				
N						3P			06	0		N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	19	M	SUSP	016,043,026	038	27,07
N						45 19 57.1826002	-122 34 44.724334															OR<25				
														02	NONE	0	STOP	W -E				011	00			
														PRVTE				01	DRVR	INJC	45	M	OR-Y	000	000	00
														PSNGR	CAR							OR<25				
														02	NONE	0	STOP	W -E				011	00			
														PRVTE				02	PSNG	NO<5	01	F		000	000	00
														PSNGR	CAR							OR<25				
01899	N	N	N			05/31/2013	16	S BEAVERCREEK RD	INTER	CROSS	N		N	CLR	O-1 L-TURN	01	NONE	0	STRGHT			08,02				
CITY						FR	0	FIR ST	W			TRF SIGNAL	N	DRY	TURN	PRVTE	E -W				000	00				
N						10A			05	0		N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	22	M	OR-Y	000	000	00
N						45 19 57.3182399	-122 34 44.7395519															OR<25				
														02	NONE	0	U-TURN	W -W				000	00			
														PRVTE				01	DRVR	NONE	69	M	OR-Y	028,004	000	02,08
														PSNGR	CAR							OR<25				
03168	N	N	N	N	N	08/26/2013	16	S BEAVERCREEK RD	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE	0	STRGHT			27,07				
CITY						MO	0	FIR ST	W			TRF SIGNAL	N	DRY	REAR	PRVTE	W -E				000	00				
N						5P			06	0		N	DAY	INJ	PSNGR	CAR		01	DRVR	INJC	51	F	OR-Y	016,026	038	27,07
N						45 19 57.3182399	-122 34 44.7395519															OR<25				

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

5 - 7 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE								
INVEST	E	A	U	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	TRAF-	RNDBT	SURF	COLL	OWNER	TRLR	QTY												
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM		PRTC	INJ	G	E	LICNS	PED						
UNLOC?	D	C	S	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
															02	NONE	0	STOP									011		00
															PRVTE		W -E									000	000	00	
															PSNGR	CAR		01	DRVR	INJC	57	F	OR-Y		000			00	
03898	N	N	N			09/22/2015	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT										29	
NONE						TU	0	FIR ST	W				TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000		00	
N						4P			06	0		N	DAY	PDO		PSNGR	CAR								026	000		29	
N						45 19 57.32	-122 34																						
						44.74																							
															02	NONE	0	STOP									011	00	
															PRVTE		W -E									000	000	00	
															PSNGR	CAR		01	DRVR	NONE	48	F	OR-Y		000			00	
															02	NONE	0	STOP									011	00	
															PRVTE		W -E									000	000	00	
															PSNGR	CAR		02	PSNG	NO<5	02	M					000	000	00
															02	NONE	0	STOP									011	00	
															PRVTE		W -E									000	000	00	
															PSNGR	CAR		03	PSNG	NO<5	02	F						00	
															02	NONE	0	STOP									011	00	
															PRVTE		W -E									000	000	00	
															PSNGR	CAR		04	PSNG	NO<5	04	F						00	
															02	NONE	0	STOP									011	00	
															PRVTE		W -E									000	000	00	
															PSNGR	CAR		05	PSNG	NO<5	04	M						00	
04715	N	N	N	N	N	10/12/2016	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT										29,32	
CITY						WE	0	FIR ST	W				TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000		00	
N						7A			06	0		N	DAY	INJ		PSNGR	CAR								026,052	000		29,32	
N						45 19 57.32	-122 34																						
						44.74																							
															02	NONE	0	STOP									011	00	
															PRVTE		W -E									000	000	00	
															PSNGR	CAR		01	DRVR	INJC	40	M	OR-Y		000			00	
00996	N	N	N			03/16/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE	0	STRGHT									013	07	
STATE						FR	0	FIR ST	CN				TRF SIGNAL	N	WET	REAR	PRVTE	W -E								000		00	
N						5P			04	0		N	DAY	INJ		PSNGR	CAR								043,026	000		07	
N						45 19	-122 34																						
						57.1826002	44.724334																						
															02	NONE	0	STOP									011	013	00
															PRVTE		W -E									000	000	00	
															PSNGR	CAR		01	DRVR	INJC	22	F	OR-Y		000			00	

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CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

8 - 10 of 29 Crash records shown.

SER#	P	R S W DATE	CLASS	CITY STREET	INT-TYPE						SPCL USE		A S											
INVEST	E A U C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE		G E LICNS	PED										
RD DPT	E L G H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM													
UNLOC?	D C S L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	B	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
										02	NONE	0												
											PRVTE	STOP												
											PSNGR	W - E		02	PSNG	INJC	24	M			000	011	013	00
																					000	000	00	
										02	NONE	0												
											PRVTE	STOP												
											PSNGR	W - E		03	PSNG	INJC	21	M			000	011	013	00
																					000	000	00	
										02	NONE	0												
											PRVTE	STOP												
											PSNGR	W - E		04	PSNG	INJC	18	F			000	011	013	00
																					000	000	00	
										03	NONE	0												
											PRVTE	STOP												
											PSNGR	W - E		01	DRVR	NONE	86	F	OR-Y		000	022	013	00
																		OR<25			000	000	00	
										03	NONE	0												
											PRVTE	STOP												
											PSNGR	W - E		02	PSNG	INJC	65	M			000	022	013	00
																					000	000	00	
										04	NONE	0												
											PRVTE	STOP												
											PSNGR	W - E		01	DRVR	NONE	54	M	OR-Y		000	022		00
																		OR>25			000	000	00	
01816	N N N	05/16/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0										02	
NO RPT		WE	0	FIR ST	CN			TRF SIGNAL	N	DRY	TURN											000	00	
N		3P			03	0		N	DAY	INJ												000	00	
N		45 19	-122 34																					
		57.1826002	44.724334																					
											02	NONE	0											
											PRVTE	TURN-L												
											PSNGR	E -S												
														01	DRVR	NONE	58	M	OR-Y		028,008	000	00	
																						02		
03371	N N N	09/10/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-OTHER	01	NONE	0										08,14	
NONE		MO	0	FIR ST	CN			R-GRN-SIG	N	DRY	TURN											000	00	
N		7P			04	0		N	DAY	PDO														
N		45 19	-122 34																					
		57.1826002	44.724334																					
											02	NONE	0											
											PRVTE	TURN-R												
											PSNGR	S - E												
														01	DRVR	NONE	52	F	OR-Y		000	000	00	
																						00		
03760	N N N	10/04/2013	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0										04	
CITY		FR	0	FIR ST	CN			TRF SIGNAL	N	DRY	TURN											000	00	
N		2P			03	0		N	DAY	INJ														
N		45 19	-122 34																					
		57.3182399	44.7395519																					

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CITY OF OREGON CITY, CLACKAMAS COUNTY

**FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016**  
11 - 14 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE							
INVEST	E	A	U	C	O	DAY	FIRST STREET	(MEDIAN)	TRAF-	RNDBT	SURF	COLL	OWNER	FROM														
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE		
UNLOC?	D	C	S	L	K	LAT	LONG	(#LANES)																				
													01	NONE	0	STRGHT												
													PRVTE		W -E									000	000	00		
													PSNGR	CAR			01	PSNG	NO<5	01	M			000	000	00		
													02	NONE	0	TURN-L									000	000	00	
													PRVTE		E -S			01	DRVR	INJC	37	M	OR-Y		000	000	00	
													PSNGR	CAR							OR<25				000	000	00	
04776	N	N	N	N	N	12/12/2013	16	S BEAVERCREEK RD	INTER	3-LEG	N	N	CLD	O-OTHER	01	NONE	0	TURN-L									08	
CITY						TH	0	FIR ST	CN			TRF SIGNAL	N	WET	TURN	PRVTE	N -E								018		00	
N						3P			04	0		Y	DAY	PDO	PSNGR	CAR			01	DRVR	NONE	21	F	OR-Y	001	000	08	
N						45 19	-122 34																OR<25					
						57.3182399	44.7395519																					
													02	NONE	1	TURN-R										000	000	00
													PRVTE		S -E			01	DRVR	NONE	62	M	OR-Y		000	000	00	
													PSNGR	CAR								OR<25				000	000	00
02184	N	N	N	N	N	05/31/2014	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0	STRGHT									04	
CITY						SA	0	FIR ST	CN			L-GRN-SIG	N	DRY	TURN	PRVTE	W -E									001	00	
N						12P			03	0		N	DAY	FAT	MTRCYCLE				01	DRVR	KILL	45	M	OR-Y	020	000	04	
N						45 19	-122 34																OR<25					
						57.3182759	44.7395519																					
													02	NONE	0	TURN-L										000	000	00
													PRVTE		E -S			01	DRVR	NONE	39	F	OR-Y		000	000	00	
													PSNGR	CAR								OR<25				000	000	00
02787	N	N	N			07/19/2014	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	0	STRGHT									04	
NONE						SA	0	FIR ST	CN			TRF SIGNAL	N	DRY	ANGL	PRVTE	E -W									000	00	
N						1P			02	0		N	DAY	PDO	PSNGR	CAR			01	DRVR	NONE	00	F	OR-Y	000	000	00	
N						45 19 57.32	-122 34																OR<25					
						44.74																						
													02	NONE	0	STRGHT										000	000	00
													PRVTE		S -N			01	DRVR	NONE	60	M	OR-Y		020	000	04	
													PSNGR	CAR								OR<25				000	000	04
05269	N	N	N			12/28/2014	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0	STRGHT									02	
NO RPT						SU	0	FIR ST	CN			TRF SIGNAL	N	DRY	TURN	PRVTE	W -E									000	00	
N						12P			03	0		N	DAY	INJ	PSNGR	CAR			01	DRVR	NONE	21	F	OR-Y	000	000	00	
N						45 19 57.32	-122 34																OR<25					
						44.74																						
													02	NONE	0	TURN-L										000	000	00
													PRVTE		E -S			01	DRVR	INJB	27	F	OR-Y		028,004	000	02	
													PSNGR	CAR								OR<25						

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

15 - 18 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRLR	QTY	MOVE	OWNER	FROM	P#	TYPE	SVRTY	E	X	RES	PED	LOC	ERROR	ACT	EVENT	CAUSE
INVEST	E	A	U	C	O	DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	TO	TO	TO	TO	P#	TYPE	SVRTY	E	X	RES	PED	LOC	ERROR	ACT	EVENT	CAUSE
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	TO	TO	TO	TO	P#	TYPE	SVRTY	E	X	RES	PED	LOC	ERROR	ACT	EVENT	CAUSE
UNLOC?	D	C	S	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	TO	TO	TO	P#	TYPE	SVRTY	E	X	RES	PED	LOC	ERROR	ACT	EVENT	CAUSE
															02	NONE	0	TURN-L														
															PRVTE		E -S													000	000	00
															PSNGR	CAR					02	PSNG	NO<5	02	M				000	000	00	00
00793	N	N	N			03/04/2015	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0	STRGHT														02
NONE						WE	0	FIR ST	CN		TRF SIGNAL	N	DRY	TURN	PRVTE		E -W													000		00
N						6P			02	0		N	DAY	INJ	PSNGR	CAR					01	DRVR	INJC	29	F	OR-Y			000	000		00
N						45 19 57.32	-122 34	44.74																								
															01	NONE	0	STRGHT														00
															PRVTE		E -W															00
															PSNGR	CAR					02	PSNG	NO<5	04	F				000	000		00
															02	NONE	0	TURN-L														00
															PRVTE		W -N				01	DRVR	NONE	23	M	OR-Y			028,004	000		02
															PSNGR	CAR																
02779	Y	N	N	N	N	02/15/2016	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0	STRGHT													001	02,01
CITY						MO	0	FIR ST	CN		TRF SIGNAL	N	DRY	TURN	PRVTE		W -E													000		00
N						4P			03	0		N	DAY	FAT	MTRCYCLE						01	DRVR	KILL	26	M	OR-Y			047	000	001	01
N						45 19 57.32	-122 34	44.74																								
															02	NONE	0	TURN-L														00
															PRVTE		E -S				01	DRVR	NONE	46	M	OTH-Y			004,028	000		02
															TRUCK																	
05666	N	N	N	N	N	12/06/2016	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE	0	STRGHT														04
CITY						TU	0	FIR ST	CN		TRF SIGNAL	N	WET	ANGL	PRVTE		W -E													006		00
N						11A			03	0		N	DAY	INJ	PSNGR	CAR					01	DRVR	NONE	60	F	OR-Y			020	000		04
N						45 19 57.32	-122 34	44.74																								
															02	NONE	0	STRGHT														00
															PRVTE		S -N				01	DRVR	INJC	40	M	OR-Y			000	000		00
															PSNGR	CAR																
															02	NONE	0	STRGHT														00
															PRVTE		S -N				02	PSNG	INJC	37	F				000	000		00
															PSNGR	CAR																
03527	N	N	N			08/03/2016	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	9	STRGHT														04
CITY						WE	0	FIR ST	CN		TRF SIGNAL	N	DRY	ANGL	N/A		E -W													000		00
N						11A			01	0		N	DAY	PDO	PSNGR	CAR					01	DRVR	NONE	00	Unk	UNK			000	000		00
N						45 19 57.32	-122 34	44.74																								

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY      **FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016**  
19 - 22      of      29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE								
INVEST	E	A	U	C	O	DAY	FIRST STREET	(MEDIAN)					TRLR	QTY															
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM															
UNLOC?	D	C	S	L	K	LAT	LONG	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE			
													02	NONE	9	STOP													
													N/A		N -S														
													PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000		011		00		
																								000		00			
02683	N	N	N			07/03/2015	17	FIR ST	ALLEY			N			0	STRGHT											02		
NONE						FR	365	S BEAVERCREEK RD	S			(NONE)	UNKNOWN			S -N										000		00	
N						10A		08				N	DAY	PDO		PSNGR	CAR		01	DRVR	NONE	59	M	OR-Y		000		00	
N						45 19 54.01	-122 34 43.93		(02)																				
													02	NONE	0	TURN-L											018		00
													PRVTE		E -S	01	DRVR	NONE	00	F	OR-Y		028		000		02		
													PSNGR	CAR															
05108	N	N	N			11/15/2013	19	FIR ST	INTER	3-LEG	N	CLR	S-1STOP	01	NONE	0	STRGHT										07		
NONE						FR	0	MOLALLA AVE	E			STOP SIGN	N	DRY	REAR	PRVTE	E -W									000		00	
N						12P		06	0			N	DAY	INJ		PSNGR	CAR		01	DRVR	NONE	80	F	OR-Y		026		07	
N						45 19 43.7145599	-122 35 3.4652759																						
													02	NONE	0	STOP											011		00
													PRVTE		E -W	01	DRVR	INJC	43	M	OR-Y		000		000		00		
													PSNGR	CAR															
00279	Y	N	N	N	N	01/21/2012	16	FIR ST	INTER	3-LEG	N	CLD	S-1STOP	01	NONE	0	STRGHT										013		27,07,01
CITY						SA	0	MOLALLA AVE	SE			UNKNOWN	N	WET	REAR	PRVTE	SE-NW									000		00	
N						4P		06	0			N	DAY	INJ		PSNGR	CAR		01	DRVR	NONE	24	F	OR-Y		047,043,026	038	27,07,01	
N						45 19 43.9126217	-122 35 3.6335684																						
													02	NONE	0	STOP											011	013	00
													PRVTE		SE-NW	01	DRVR	INJC	64	F	OR-Y		000		000		00		
													PSNGR	CAR															
													02	NONE	0	STOP											011	013	00
													PRVTE		SE-NW	02	PSNG	INJC	63	M			000		000		00		
													PSNGR	CAR															
													03	NONE	0	STOP											022		00
													PRVTE		SE-NW	01	DRVR	NONE	65	M	OR-Y		000		000		00		
													PSNGR	CAR															
01154	N	N	N			03/07/2016	16	FIR ST	INTER	3-LEG	N	CLR	S-1STOP	01	NONE	9	STRGHT										29		
NONE						MO	0	MOLALLA AVE	SE			UNKNOWN	N	DRY	REAR	N/A	SE-NW									000		00	
N						UNK		06	0			N	DAY	PDO		UNKNOWN		01	DRVR	NONE	00	Unk	UNK		000		000		00
N						45 19 43.71	-122 35 3.47																						

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

23 - 26 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE									
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RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM																
UNLOC?	D	C	S	L	K	LAT	LONG	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE				
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Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

27 - 29 of 29 Crash records shown.

SER#	S D					CLASS	CITY STREET	INT-TYPE					SPCL USE																	
INVEST	P	E	A	U	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE						A	S					
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UNLOC?	D	C	S	L	K	LAT		LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
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A Report for

Building Structures, Inc.

Geotechnical Evaluation

Proposed Development for Wilco Farmers, 19224  
Molalla Avenue, Oregon City, Oregon

Project EAAX-95-0353

Report 09-095-1556

September 20, 1995

**BRAUN INTERTEC NORTHWEST**



**Braun Intertec Northwest**  
5405 North Lagoon Avenue  
P.O. Box 17126  
Portland, Oregon 97217  
503-289-1778 Fax: 289-1918

*Engineers and Scientists Serving  
the Built and Natural Environments*

September 20, 1995

Project No. EAAX-95-0353  
Report No. 09-085-1556

Mr. Larry Smith  
Building Structures, Inc.  
P.O. Box 69  
Boring, Oregon 97009

Dear Mr. Smith:

Re: Geotechnical Evaluation for the Proposed Development for Wilco Farmers,  
19224 Molalla Avenue, Oregon City, Oregon

The geotechnical evaluation you authorized on August 17, 1995, has been completed. The purpose of these services was to assist you, the architect and the engineer in designing foundations and preparing plans and specifications for construction of the new structures.

### Summary of Results

Eleven (11) Standard Penetration Test (SPT) borings (B-1 to B-11) extending to a depth of 11½ feet to 21½ feet were completed in the proposed construction areas. The general soil profile for the majority of the site was 6 inches to 30 inches of compact silty fill soils and/or gravel pavement followed by generally medium stiff to stiff silty sandy clays (weathered boring lavas) extending to the maximum boring termination depth of 21½ feet. In the south-southwestern portions of the site (Wilco Retail Sales/Office area), fill soils consisting of a mixture of silts, clays, and rock fragments extended to a depth of 5 feet and were followed by weathered boring lavas.

Groundwater was encountered at 10 feet to 15 feet below existing grades during our explorations.

Based on our experience and our review of available geological literature, we believe some volcanic boulders may be present below the surface at the site.

### Summary of Recommendations

We recommend proofrolling of the existing fill soil strata prior to foundation excavations. All soft spots detected during proofrolling should be excavated and backfilled with compacted structural fill. Any boulders encountered during excavations should be removed and excavated areas should be backfilled with compacted structural fill.



Provided the site preparation recommendations described in our report are strictly followed, it is our opinion that the proposed structure can be supported on conventional shallow spread footings designed for a net maximum allowable bearing pressure of up to 2,000 pounds per square foot when founded on existing proof-rolled fills or on an engineered structural fill placed on existing proof-rolled fill.

Due to the presence of a deeper fill strata in the south-southwestern portions of the site (Wilco Retail Sales/Office area) and the potential for associated differential settlements, we recommend the use of negative reinforcement in footings in this area to minimize crack potential. If complete elimination of crack potential in this area is desired, the footings will have to extend through the existing fill strata and bear on competent native soils present at 5 feet below existing grade.

Slab-on-grade can be designed using a modulus of vertical subgrade reaction value of 200 pounds per square inch per inch of settlement. Adequate longitudinal and transverse joints should be provided in slab-on-grade to minimize crack potential.

#### General

If we can provide additional assistance, or observation and testing services during design and construction, please call (503) 289-1778 or (800) 783-6985.

Sincerely,

*Curtis L. Ellers for*

Sudhir M. Adettiwar, P.E.  
Project Engineer

Charles R. Lane, P.E.  
Senior Engineer



sma:crl/pas

Attachment

## Table of Contents

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
<b>2.0</b>	<b>Project Description</b>	<b>1</b>
<b>3.0</b>	<b>Purpose and Scope</b>	<b>1</b>
3.1	Subsurface Exploration	2
3.2	Laboratory Evaluation	2
3.3	Engineering Analyses	2
<b>4.0</b>	<b>Surface and Subsurface Features</b>	<b>2</b>
4.1	Site Description	3
4.2	Soils and Geology	3
4.3	Groundwater	4
4.4	Seismic Considerations	4
<b>5.0</b>	<b>Conclusions and Recommendations</b>	<b>4</b>
5.1	Site Preparation	4
5.1.1	Site Preparation During Dry Weather Construction	5
5.1.2	Site Preparation During Wet Weather Construction	5
5.2	Excavations and Construction Dewatering	6
5.3	Shallow Foundations	6
5.4	Floor Slab Support	7
5.5	Drainage Considerations	8
5.6	Pavement Recommendations	8
5.6.1	Asphalt Pavement	8
5.6.2	Concrete Pavement	9
5.7	Construction Monitoring	9
<b>6.0</b>	<b>General</b>	<b>10</b>
6.1	Use of Report	10
6.2	Level of Care	10



## Figures

Site Location Map  
Schematic Site Plan

## Appendix

SPT Boring Logs (B-1 to B-11)  
Soil Classification Chart

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**Braun Intertec Northwest**  
5405 North Lagoon Avenue  
P.O. Box 17126  
Portland, Oregon 97217  
503-289-1778 Fax: 289-1918

*Engineers and Scientists Serving  
the Built and Natural Environments*

September 20, 1995

Project No. EAAX-95-0353

Report No. 09-095-1556

**Geotechnical Evaluation**  
**Proposed Development for Wilco Farmers**  
**19224 Molalla Avenue**  
**Oregon City, Oregon**

## **1.0 Introduction**

We have completed a geotechnical evaluation for the subject project. Authorization for our services was provided by Mr. Larry Smith of Building Structures, Inc.

## **2.0 Project Description**

The project site is located southeast of the intersection Molalla Avenue and Fir Street in Oregon City, Oregon as shown in the Site Location Map, Figure 1, attached.

We understand that present plans are to construct two warehouses and one retail sales/office building and associated parking and driveway areas. The proposed structures will be of wood/concrete construction with a slab-on-grade flooring. The estimated finished floor grades are estimated to be near existing grades.

## **3.0 Purpose and Scope**

The purpose of our evaluation was to assess the subsurface soil conditions at the site in order to provide appropriate recommendations for site preparation and foundation design. In general, our evaluation included the following authorized scope of work items:

### **3.1 Subsurface Exploration**

In order to ascertain soil conditions at the site, 11 Standard Penetration Test (SPT) borings (B-1 to B-11) extending to depths of 11½ feet to 21½ feet were made using a truck-mounted hollow stem drilling auger in general accordance with ASTM D-1586 procedure. Boring locations are shown on the Schematic Site Plan, Figure 2, attached. SPT soil Samples were generally taken at 2½ foot intervals in the first 15 feet followed by 5 foot intervals.

The SPT drilling was performed by driving a 2-inch O.D. split-spoon sampler into the undisturbed formation at the bottom of the boring with repeated blows of a 140-pound pin-guided hammer falling 30 inches. The number of blows required to drive the sampler 1 foot was a measure of the soil consistency. Samples were identified in the field, placed in sealed containers and transported to the laboratory for further classification and testing. Results of all the SPT borings (Log of Borings) are included in Appendix A.

### **3.2 Laboratory Evaluation**

Selected samples of the subsurface soils were returned to our laboratory for further evaluation to aid in classification of the materials and to help assess their strength and compressibility characteristics. The laboratory evaluation consisted of visual and textural examinations. Soil index testing was not deemed necessary for this project.

### **3.3 Engineering Analyses**

Engineering analyses were performed using the results of subsurface and laboratory investigations. Our analyses included bearing capacity calculations and heave estimations. In addition, recommendations were developed addressing general site preparation procedures, excavation/slopes, floor slabs, drainage, and pavements. Results of engineering analyses and our recommendations are discussed in Chapter 5 of this report.

## **4.0 Surface and Subsurface Features**

Surface and subsurface features at the site described below were present at the time of our field explorations.



#### 4.1 Site Description

The project site roughly an L-shaped developed parcel of land located southeast of the intersection of Molalla Avenue and Fir Street in Oregon City, Oregon as shown in Figure 1, attached. It is bounded on the north by Fir Street and on the west by an Molalla Avenue. The northwestern site boundaries are abutted by the Leong Chinese restaurant. All other site boundaries are bounded by vacant properties.

The site topography is gently sloping downwards to the south-southwest. Surface elevations range from El. 433 (northeastern portion of the site) to El. 420 (south-southwestern portion of the site) above reference datum. At present, the majority of the site is occupied by one-story to two-story wood frame buildings, sheds, isolated trees, and gravel paved areas as shown in Figure 2, attached. We believe all of the existing structures will be removed from the site prior to the beginning of proposed construction.

#### 4.2 Soils and Geology

The project area is underlain by Pliocene-Pleistocene boring lavas that are completely weathered in upper layers. These boring lavas may contain large volcanic boulders. Generally, weathered boring lavas consist of a mixture of sands, silts, and clays. These surficial geologic units are underlain by conglomerates and sandstone of the Troutdale Formation extending to a depth of several tens of feet. These formations are underlain by Columbia River basalt and other volcanic rocks which constitute local bedrock (Geology Map of Canby and Oregon City by Donald A. Hull, DOGAMI). Specific soil units encountered during our exploration are described below.

**Fill** - Upper 6 inches to 30 inches are fill soils consisting of desiccated silts. In the south-southwestern portion, fill soils extend to a depth of 5 feet and consist of a mixture of silts, clays, and rock fragments.

**Weathered Boring Lavas** - Fill soil is underlain by weathered boring lavas consisting of generally medium stiff to stiff silty sandy clays. These soils extend to the maximum boring termination depth of 21½ feet.



### **4.3 Groundwater**

At the time of this exploration, groundwater was encountered at depths of 10 feet to 15 feet below existing grades. It should be noted that SPT borings were located at different surface elevations. Variations in groundwater levels should be expected seasonally, annually and from location to location. We anticipate that the groundwater table may rise during months of peak runoff.

### **4.4 Seismic Considerations**

The site is located within Seismic Zone 3 with a seismic zone factor of 0.3 as indicated by Figure 16-1 and Table 16-I of the Uniform Building Code (UBC) of 1994. Based on our subsurface exploration, it is our opinion that the soil profile at the site is  $S_1$  (Type 1) with an "S" factor of 1.0. Liquefaction and landslide hazards associated with a seismic event are low. It should be noted that a detailed seismic hazard evaluation was beyond the scope of our study.

## **5.0 Conclusions and Recommendations**

Based on the results of our field work, laboratory evaluation and engineering analysis, it is our opinion that the site is suitable for the proposed structure and associated improvements provided the following recommendations are incorporated into the design and construction of the project.

### **5.1 Site Preparation**

In general, we recommend that all structural improvement areas be drained of surface water (pumping from a sump hole, if necessary), and stripped of surface vegetation, topsoil materials, highly saturated disturbed soil, and any other deleterious materials encountered at the time of construction. All existing structures should be removed from proposed construction areas and excavated areas should be backfilled with compacted structural fill. As indicated earlier in Section 4.2, volcanic boulders may be encountered during project excavations. We recommend the removal of these boulders from construction areas and backfilling with compacted structural fill.



Prior to excavations or placement of any fills in the proposed building areas, all exposed subgrade surfaces (existing fill soil layer) should be proofrolled with a half-loaded dump truck. Areas found to be soft or otherwise unsuitable for support of structural loads should be overexcavated and replaced with compacted structural fill.

All required structural fill materials placed in the building and pavement areas should be moistened or dried as necessary to near optimum moisture conditions and compacted by mechanical means to a minimum of 95 percent of the maximum dry density as determined by the modified Proctor test (ASTM D-1557). Fill materials should be placed in layers that do not exceed about 6 inches (for silts) to 12 inches (for sands) when placed.

#### *5.1.1 Site Preparation During Dry Weather Construction*

The on-site native soils could be considered for use as fill provided they are free from organic materials and debris and the work is performed during dry weather. However, it is anticipated these materials will have a moisture content in excess of optimum, except perhaps during the driest months of the year, and accordingly, will require drying to achieve compaction.

#### *5.1.2 Site Preparation During Wet Weather Construction*

The on-site native soils are highly moisture sensitive and thus will not be suitable as structural fill during wet weather construction. An all-weather, clean granular fill containing less than 5 percent material passing the No. 200 sieve, such as sand, crushed rock, or sand and gravel, is recommended in order to achieve compaction during wet weather grading operations. During wet weather grading operations, all excavations should be performed using a smooth bladed tracked backhoe working from areas where material has yet to be removed or from the already placed structural fill. Subgrade areas should be cleanly cut to firm undisturbed soil.

Placement of crushed rock should follow immediately after site grading to provide protection of the sensitive subgrade soils during construction activities. In traffic areas, the placement of a one-foot thick granular working base is generally recommended with thicker sections and/or geotextile fabrics recommended in heavily traveled areas. Generally, 3 to 6 inches of crushed rock is sufficient in foot traffic areas.



Proofrolling of excavation bottoms is likely not appropriate during wet weather grading to avoid disturbance of moisture-sensitive soils. Should construction take place during wet weather, we recommend that a Braun Intertec representative be present to observe the subgrade to evaluate whether additional preparation is indicated.

Excavation and construction operations may expose the on-site soils to inclement weather conditions. The stability of exposed soil may rapidly deteriorate due to precipitation or the action of heavy or repeated construction traffic. Accordingly, foundation and pavement area excavations should be adequately protected from the elements and from the action of repetitive or heavy construction loadings.

## **5.2 Excavations and Construction Dewatering**

We anticipate excavations for footings and utility trenches. Near surface soils can be classified as Type A soils in accordance with the current Occupational Safety and Health Administration (OSHA) guidelines. Consequently, short term excavations up to 5 feet may be made with vertical slopes. In general, all excavations at the site associated with confined spaces must be completed in accordance with local, state, and/or federal regulations for Type A soils. For most of the excavations for this project, pumping from sumps outside the limits of the excavation should control groundwater seepage.

Our recommendations for excavations/slopes and dewatering are provided only for the benefit of the contractor and other parties involved in the project. It should be noted that job site safety is the complete responsibility of the project contractor.

## **5.3 Shallow Foundations**

Following the completion of the site preparation recommendations described in Section 5.1, the proposed building may be supported on existing proof-rolled fills or on engineered structural fill placed over existing proof-rolled fill using continuous and individual shallow spread footings. We recommend that shallow spread footings be designed for a net maximum allowable bearing pressure of up to 2,000 pounds per square foot (psf). This allowable bearing pressure is intended for dead loads and sustained live loads and can be increased by one-third for the total of all loads, including short-term wind or seismic loads.



As discussed earlier in Section 4.2, fill soil strata is approximately 5 feet thick in the south-southwestern portion of the site. Considering the thickness and the anticipated inconsistency in the soil type, we believe some potential for differential settlements exist in this area. Based on our experience, we believe the placement of negative reinforcement in footings in this area should minimize the crack potential. However, if complete elimination of crack potential is desired in this area, the footings will have to extend through the fill strata and bear on competent native soils present at 5 feet below existing grade.

All footings should have a minimum dimension of 18 inches and be placed at least 12 inches below finished exterior grades to minimize potential for localized shear failure and for frost protection. Interior footings may be placed at any convenient depth below finished grades.

Allowable sliding resistance between the base of footings and silty or clayey subgrade can be estimated as adhesion of 250 psf times the width of the footing plus passive earth pressures based on an equivalent fluid density of 100 psf. For granular fill subgrade, allowable sliding resistance can be estimated as vertical load times a friction factor of 0.30 plus passive pressures based on an equivalent fluid density of 250 psf.

We estimate that foundations designed and constructed in accordance with the above recommendations will experience total settlements generally less than 1-inch and differential settlement between columns generally less than 1/2-inch.

If the footings are constructed during wet weather, it may be necessary to protect the foundation excavation bottoms from disturbance during construction activities. In this regard, we recommend that a 3- to 4-inch thickness of crushed rock be placed at the bottom of the footing excavations immediately after the excavation is completed. If footings are constructed during the drier summer months, this crushed rock layer should not be required.

#### **5.4. Floor Slab Support**

We recommend the use of slab-on-grade for this project. The slab can be supported on existing fill grade after the completion of the proof-rolling operation as described in Section 5.1. In order to provide uniform subgrade reaction beneath any proposed floor slab-on-grade, we recommend that floor slabs be underlain by a minimum of 6 inches of free-draining (a maximum size of 3/4 inch with less than 5 percent passing the No. 200 sieve) well-graded gravel or



crushed rock base course. The base course material should be compacted to at least 95 percent of the maximum density obtainable by the ASTM D 1557 test procedure.

The crushed rock should provide a capillary break to limit migration of moisture through the slab. If additional protection against moisture vapor is desired, a vapor retarding membrane may also be incorporated into the design. Factors such as cost, special considerations for construction, and the floor coverings suggest that decisions on the use of vapor retarding membranes be made by the architect and owner. A modulus of subgrade reaction,  $K$ , value of 200 pounds per square inch per inch of settlement (pci) may be used for slab thickness design.

## **5.5 Drainage Considerations**

In general, any areas of the building which are to be developed below the exterior site grade must be provided with a well-designed drainage system in order to control hydrostatic pressures against walls, seepage of groundwater through base walls, etc. Foundation drains should be placed at the base of the footings to prevent surface and shallow perched water from migrating beneath footings. Under no circumstances should surface run-off be led into foundation drains.

Surface run-off from roofs, parking areas, etc., should be tightlined to the storm sewer or other approved disposal areas. All pavement and parking areas should be sloped away from the building to prevent ponding of water near the buildings.

## **5.6 Pavement Recommendations**

The following recommendations are presented as preliminary for your consideration. The civil engineer for the project may have more traffic and project design data available than is presently known and may wish to modify and refine these pavement sections. We will, upon request be pleased to provide a more detailed pavement design when definite traffic and building plans are available.

### **5.6.1 Asphalt Pavement**

Based on an assumed design California Bearing Ratio (CBR) value of 3, we recommend the following pavement thicknesses.

<u>Materials</u>	<u>Entrance &amp; Truck Areas</u>	<u>Car Parking</u>
Asphalt Pavement (Ore. St. Class C)	4 inches	2½ inches
Crushed Rock Base (Ore. St. Spec.)	12 inches	8 inches

Asphalt pavement base course materials should consist of well-graded 1½-inch or ¾-inch minus crushed rock, having less than 5 percent material passing the No. 200 sieve. The base course and asphaltic concrete materials should conform to the requirement set forth in the latest edition of the State of Oregon, Standard Specifications for Highway Construction. The base course material should be compacted to at least 95 percent of the maximum density as determined by the ASTM D-1557 test designation. The asphaltic concrete material should be compacted to at least 90 percent of the theoretical maximum density as determined by ASTM D-2041 (Rice Specific Gravity).

#### 5.6.2 Concrete Pavement

We recommend the following concrete pavement section for new construction:

Concrete (4,000 psi)	4 inches
Leveling Coarse (Sand or All-Weather Base)	2 inches over existing subgrade

#### 5.7 Construction Monitoring

We request that we examine and identify all soil exposures created during project excavations in order to verify that soil conditions and bearing pressures are as anticipated. We recommend that the structural fills be continuously observed and tested by our representative in order to evaluate the thoroughness and uniformity of their compaction. If possible, samples of fill materials should be submitted to our laboratory for evaluation prior to placement of fills on the site.

Costs for the recommended observations during construction are beyond the scope of this current consultation. Such future services would be at an additional charge.



## **6.0 General**

The conclusions and recommendations presented in this report are subject to the following general conditions.

### **6.1 Use of Report**

This report is for the exclusive use of the addressee and their representative to use to design the proposed structure described herein and prepare construction documents. The data, analyses and

recommendations may not be appropriate for other structures or purposes. We recommend that parties contemplating other structures or purposes contact us. In the absence of our written approval, we make no representation and assume no responsibility to other parties regarding this report.

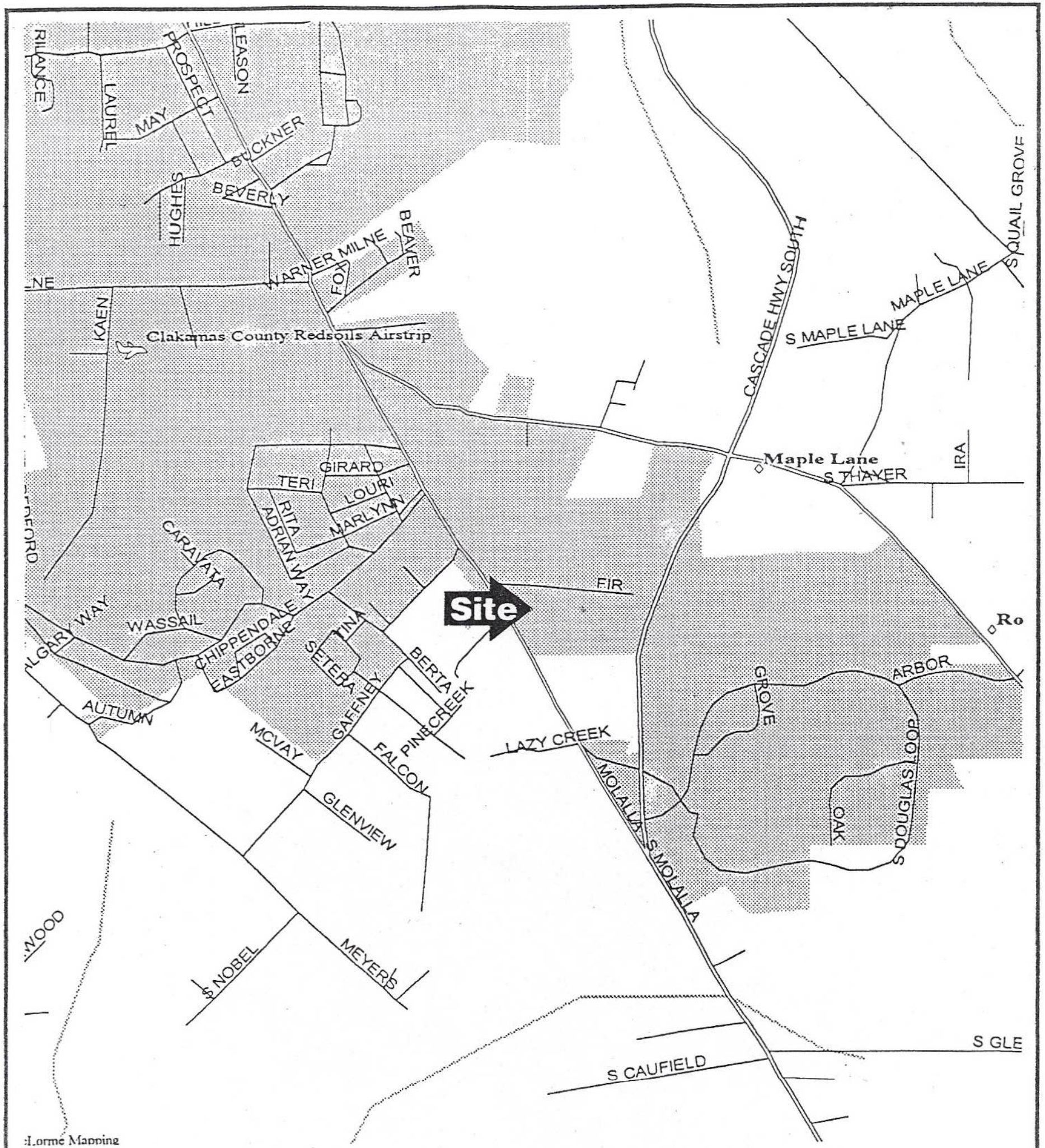
### **6.2 Level of Care**

Services performed by the geotechnical and materials engineer for this project have been conducted with that level of care and skill ordinarily exercised by members of the profession currently practicing in this area under similar budget and time restraints. No warranty, expressed or implied, is made.

We will be pleased to provide such additional assistance or information as you may require in the balance of the design phase of this project and to aid in construction control or solution of unforeseen conditions which may arise during the construction period.

## Figures





DeLorme Mapping

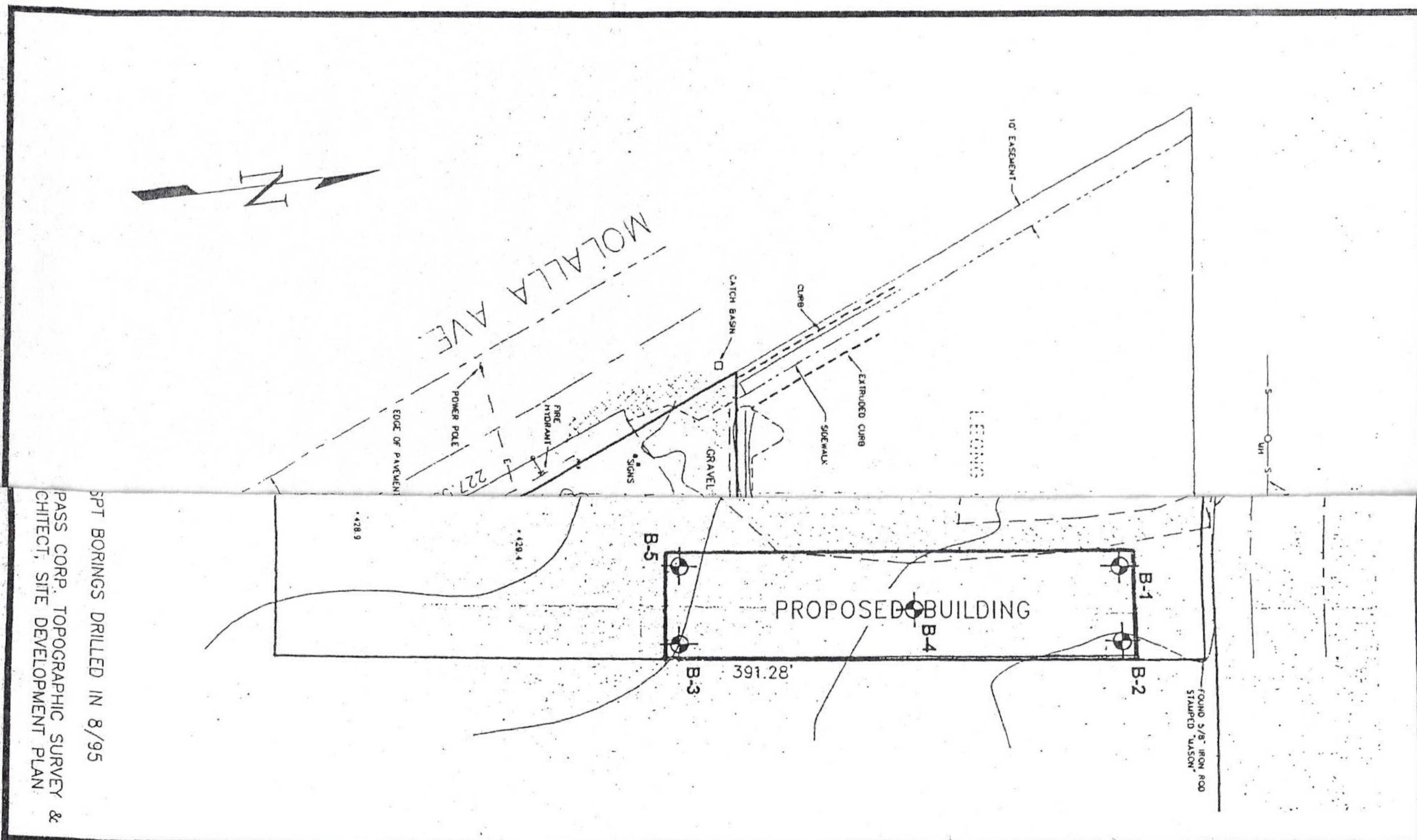
REFERENCE: DeLORME MAPPING 1993

BRAUN  
INTERTEC

SITE LOCATION MAP  
PROPOSED DEVELOPMENT  
WILCO FARMERS / GEORGE LIZER  
19224 MOLALLA AVENUE  
OREGON CITY, OREGON

DRAWN BY: R.F.  
JOB NO: EAAX-95-0353  
DATE: 9-19-95  
DRAWING NO: 1 OF 1  
FIGURE NO: 1  
SCALE: N.T.S.





SPT BORINGS DRILLED IN 8/95  
 PASS CORP. TOPOGRAPHIC SURVEY &  
 CHITECT, SITE DEVELOPMENT PLAN

<p><b>BRAUN INTERTEC</b></p>	<p align="center"> <b>SCHEMATIC SITE PLAN</b>  <b>PROPOSED DEVELOPMENT</b>  <b>WILCO FARMERS / GEORGE LIZER</b>  <b>19224 MOLALLA AVENUE</b>  <b>OREGON CITY, OREGON</b> </p>	<p>             DRAWN BY: R.F.              JOB NO: EAAX-95-0353              DATE: 9-19-95              DRAWING NO: 1 OF 1              FIGURE NO: 2              SCALE: 1"=60'           </p>
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## Appendix



BRAUN™

INTERTEC

PORTLAND, OREGON

SURFACE ELEVATION 434.0

DATUM

BORING NUMBER

B-1

SHEET 1 OF 1

PROJECT NAME

Wilco Farmers/George Lizer

LOCATION

Oregon City, Oregon

PROJECT NUMBER

EAAX-95-0353

LOGGED BY

Curtis Ehlers

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	6 6 4	100	ML		FILL - Brown and gray mottled, stiff Silt, desiccated, trace organics		
	SPT 2	8 9 3	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	5 8 9	100	CL				
	SPT 4	3 5 6	100	CL				425
10	SPT 5	3 2 2	100	CL				
	SPT 6	2 2 3	100	CL				420
15	SPT 7	1 3 3	100	CL				
						Boring terminated at 16.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR

Braun Intertec N.W.

DRILLING METHOD

Hollow Stem Auger

DRILLING EQUIPMENT

CME 75

DRILLING STARTED

8/23/95

ENDED

8/23/95

SITE CONDITIONS B-1 is located in the northeastern portion of the site and in the proposed Phase III light industrial warehouse area.



BRAUN<sup>SM</sup>

INTERTEC

PORTLAND, OREGON

SURFACE ELEVATION 434.0

DATUM

BORING NUMBER

B-2

SHEET 1 OF 1

PROJECT NAME

Wilco Farmers/George Lizer

LOCATION

Oregon City, Oregon

PROJECT NUMBER

EAAX-95-0353

LOGGED BY

Curtis Ehlers

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	3 4 5	100	ML		FILL - Brown and gray mottled, stiff Silt, desiccated, trace organics		
	SPT 2	9 10 9	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	5 6 7	100	CL				
	SPT 4	4 5 8	100	CL				425
10	SPT 5	3 3 3	100	CL				
	SPT 6	1 2 4	100	CL				420
15	SPT 7	1 2 2	100	CL				415
20	SPT 8	1 2 2	100	CL				
						Boring terminated at 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR

Braun Intertec N.W.

DRILLING METHOD

Hollow Stem Auger

DRILLING EQUIPMENT

CME 75

DRILLING STARTED

8/23/95

ENDED

8/23/95

SITE CONDITIONS

B-2 is located in the northeastern portion of the site and in the proposed Phase III light industrial warehouse area.

BLN AX353 9/20/95

**BRAUN<sup>™</sup>**  
**INTERTEC**

PORTLAND, OREGON

SURFACE ELEVATION

DATUM

BORING NUMBER

**B-3**

SHEET 1 OF 1

PROJECT NAME

**Wilco Farmers/George Lizer**

LOCATION

**Oregon City, Oregon**

PROJECT NUMBER

**EAAX-95-0353**

LOGGED BY

**Curtis Ehlers**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	3 3 4	100	ML		FILL - Brown and gray mottled, stiff Silt, desiccated, trace organics		
	SPT 2	6 6 7	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		
5	SPT 3	4 3 10	100	CL				
	SPT 4	3 3 5	100	CL				
10	SPT 5	1 2 4	100	CL				
	SPT 6	4 5 10	100	CL				
15	SPT 7	1 1 3	100	CL				
						Boring terminated at 16.5 ft.	Groundwater was encountered @ 15 ft. during drilling.	

DRILLING CONTRACTOR **Braun Intertec N.W.**  
DRILLING METHOD **Hollow Stem Auger**  
DRILLING EQUIPMENT **CME 75**  
DRILLING STARTED **8/23/95** ENDED **8/23/95**

SITE CONDITIONS **B-3 is located in the eastern portion of the site and in the proposed Phase III light industrial warehouse area.**



**BRAUN<sup>™</sup>**  
**INTERTEC**  
PORTLAND, OREGON

SURFACE ELEVATION **434.0**      DATUM

BORING NUMBER    **B-4**      SHEET **1** OF **1**  
PROJECT NAME      **Wilco Farmers/George Lizer**  
LOCATION            **Oregon City, Oregon**  
PROJECT NUMBER   **EAAX-95-0353**  
LOGGED BY         **Curtis Ehlers**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	3 5 5	100	ML		FILL - Brown and gray mottled, stiff Silt, desiccated, trace organics		
	SPT 2	5 6 7	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	3 4 5	100	CL				
	SPT 4	4 5 6	100	CL				425
10	SPT 5	1 2 3	100	CL				
	SPT 6	4 5 8	100	CL		Trace weathered rock fragments below 15 ft.		420
15	SPT 7	6 4 5	100	CL				
								415
20	SPT 8	1 1 1	100	CL		Soft below 2 ft.		
						Boring terminated at 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR    **Braun Intertec N.W.**  
DRILLING METHOD          **Hollow Stem Auger**  
DRILLING EQUIPMENT      **CME 75**  
DRILLING STARTED    **8/28/95**    ENDED    **8/28/95**

SITE CONDITIONS    **B-4 is located in the northeastern portion of the site and in the proposed Phase III light industrial warehouse area.**


BLN AX353 9/20/95

**BRAUN™**  
**INTERTEC**  
PORTLAND, OREGON

SURFACE ELEVATION 432.0      DATUM

BORING NUMBER      **B-5**  
PROJECT NAME      **Wilco Farmers/George Lizer**  
LOCATION      **Oregon City, Oregon**  
PROJECT NUMBER      **EAAX-95-0353**  
LOGGED BY      **Curtis Ehlers**

SHEET 1 OF 1

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	4 4 5	100	GC		FILL - Mixture of clay and crushed rock		
	SPT 2	4 4 7	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	3 4 5	100	CL				
	SPT 4	2 2 3	100	CL				425
10	SPT 5	2 2 3	100	CL		Wet below 10 feet	Groundwater was encountered @ 10 ft. during drilling.	
						Boring terminated at 11.5 ft.		

DRILLING CONTRACTOR      **Braun Intertec N.W.**  
DRILLING METHOD      **Hollow Stem Auger**  
DRILLING EQUIPMENT      **CME 75**  
DRILLING STARTED      **9/7/95**      ENDED      **9/7/95**

SITE CONDITIONS      **B-5 is located in the eastern portion of the site and in the proposed Phase III light industrial warehouse area.**



**BRAUN™**

**INTERTEC**

PORTLAND, OREGON

SURFACE ELEVATION 431.0      DATUM

BORING NUMBER

B-6

SHEET 1 OF 1

PROJECT NAME

Wilco Farmers/George Lizer

LOCATION

Oregon City, Oregon

PROJECT NUMBER

EAAX-95-0353

LOGGED BY

Curtis Ehlers

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
5  								

DRILLING CONTRACTOR

Braun Intertec N.W.

DRILLING METHOD

Hollow Stem Auger

DRILLING EQUIPMENT

CME 75

DRILLING STARTED

9/7/95

ENDED

9/7/95



SITE CONDITIONS B-6 is located in the eastern portion of the site and in the proposed Phase II lease warehouse area.

BLN AX353 9/20/95

**BRAUN**  
**INTERTEC**  
PORTLAND, OREGON

SURFACE ELEVATION 433.0      DATUM

BORING NUMBER    **B-7**      SHEET 1 OF 1  
PROJECT NAME      **Wilco Farmers/George Lizer**  
LOCATION            **Oregon City, Oregon**  
PROJECT NUMBER   **EAAX-95-0353**  
LOGGED BY         **Curtis Ehlers**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	BAG 1			GP		FILL - Gravel Pavement		
	SPT 2	4 6 7	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	3 3 3	100	CL				
	SPT 4	3 3 3	100	CL				425
10	SPT 5	2 2 2	100	CL		Very moist to wet below 10 feet	 Groundwater was encountered @ 10.0 ft. during drilling.	
	SPT 6	1 2 2	100	CL				420
15	SPT 7	1 2 2	100	CL				
						Boring terminated at 16.5 ft.		

DRILLING CONTRACTOR    **Braun Intertec N.W.**  
DRILLING METHOD         **Hollow Stem Auger**  
DRILLING EQUIPMENT     **CME 75**  
DRILLING STARTED    **9/7/95**    ENDED    **9/7/95**

SITE CONDITIONS    **B-7 is located in the northeastern portion of the site and in the proposed Phase II lease warehouse area.**

BIN AX353 9/20/95




BRAUN<sup>TM</sup>

INTERTEC

PORTLAND, OREGON

SURFACE ELEVATION 434.0 DATUM

BORING NUMBER B-8 SHEET 1 OF 1  
PROJECT NAME Wilco Farmers/George Lizer  
LOCATION Oregon City, Oregon  
PROJECT NUMBER EAAX-95-0353  
LOGGED BY Curtis Ehlers

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	BAG 1			GP		FILL - Gravel Pavement		
	SPT 2	2 2 4	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	3 5 6	100	CL				
	SPT 4	4 3 4	100	CL				425
10	SPT 5	2 3 3	100	CL		Very moist to wet below 10 feet	Groundwater was encountered @ 10.0 ft. during drilling.	
						Boring terminated at 11.5 ft.		

DRILLING CONTRACTOR Braun Intertec N.W.  
DRILLING METHOD Hollow Stem Auger  
DRILLING EQUIPMENT CME 75  
DRILLING STARTED 9/8/95 ENDED 9/8/95

SITE CONDITIONS B-8 is located in the central portion of the  
site and in the proposed Phase II lease warehouse area.

**BRAUN™**

**INTERTEC**

PORTLAND, OREGON

SURFACE ELEVATION **434.0**

DATUM

BORING NUMBER

**B-9**

SHEET **1** OF **1**

PROJECT NAME

**Wilco Farmers/George Lizer**

LOCATION

**Oregon City, Oregon**




PROJECT NUMBER

**EAAX-95-0353**

LOGGED BY

**Curtis Ehlers**

SAMPLE INFORMATION

DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL	STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
	BAG 1	BAG		GP		FILL - Gravel Pavement		
	SPT 2	4 3 7	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	4 6 10	100	CL				
	SPT 4	4 5 4	100	CL				425
10	SPT 5	2 2 3	100	CL				
						Wet below 10 feet	 Groundwater was encountered @ 10.0 ft. during drilling.	
						Boring terminated at 11.5 ft.		

DRILLING CONTRACTOR **Braun Intertec N.W.**

DRILLING METHOD **Hollow Stem Auger**

DRILLING EQUIPMENT **CME 75**

DRILLING STARTED **9/8/95** ENDED **9/8/95**

SITE CONDITIONS **B-9 is located in the central portion of the  
site and in the proposed Phase II lease warehouse area.**

BLN AX353 9/20/95



**BRAUN**

**INTERTEC**

PORTLAND, OREGON

SURFACE ELEVATION 434.0      DATUM

BORING NUMBER

**B-10**

SHEET 1 OF 1

PROJECT NAME

**Wilco Farmers/George Lizer**

LOCATION

**Oregon City, Oregon**

PROJECT NUMBER

**EAAX-95-0353**

LOGGED BY

**Curtis Ehlers**


SAMPLE INFORMATION

DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL	STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
	SPT 1	5 7 5	100	SM/GM		FILL - Mixture of silts, clays, and rock fragments	Groundwater was encountered @ 10.0 ft. during drilling.	430
	SPT 2	2 5 2	100	SM/GM				
5	SPT 3	2 2 4	100					
	SPT 4	1 2 3	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		425
10	SPT 5	2 2 3	100	CL		Wet below 10 feet		
	SPT 6	5 2 3		CL				
15	SPT 7	4 8 25	100	CL		Gray weathered olivine basalt		420
						Boring terminated at 16.5 ft.		

DRILLING CONTRACTOR    **Braun Intertec N.W.**  
DRILLING METHOD        **Hollow Stem Auger**  
DRILLING EQUIPMENT    **CME 75**  
DRILLING STARTED    **9/8/95**    ENDED    **9/8/95**

SITE CONDITIONS    **B-10 is located in the southwestern portion of the site and in the proposed Wilco Retail Sales/Office area.**

SURFACE ELEVATION                      DATUM

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	4 7 25	100			FILL - Mixture of crushed rock, brick pieces, and concrete pieces		
	SPT 2	4 3 4						
5	SPT 3	4 8 10	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		
	SPT 4	4 3 4	100	CL				
10	SPT 5	2 2 6	100	CL				
						Boring terminated at 11.5 ft.	▼ Groundwater was encountered @ 10.0 ft. during drilling.	

DRILLING CONTRACTOR **Braun Intertec N.W.**  
DRILLING METHOD **Hollow Stem Auger**  
DRILLING EQUIPMENT **CME 75**  
DRILLING STARTED **9/8/95**    ENDED **9/8/95**

SITE CONDITIONS **B-11 is located in the southern portion of the site and in the proposed Wilco Retail Sales/Office area.**



# **Gaffney Lane Neighborhood Association**

## **Minutes of the General Meeting September 14, 2017**

1. Call to Order – Angela Wright – 7:02 p.m.
2. **In Attendance:**
  - Angela Wright - Secretary/Treasurer
  - Joan Schultze
  - Pamalynn Richardson
  - Ed Turpin
  - Michelle Don – Citizens Bank
  - Lois and Denny McNiece
  - Christine Core
  - Mike & Joy Albin
  - Ellen Nelson
  - George Lizer
  - Jenn Lizer
  - Mike Platz – Wood & Moore
  - Kyle Wood – Wood & Moore
  - Tina Moore – Wood & Moore
  - Jill Fullerton CCFD #16
  - Tony Funk CCFD #16
  - Cpt. David Lei CCFD #8
  - Greg Holland CCFD #16
  - John Fetzer OCPD
  - Cynthia Gates OCPD
3. **Old Business** - Minutes of the Meeting held on July 13, 2017 were approved unanimously.
4. **New Business**
  - **Clackamas County Fire Station #16** on Molalla is due for demolition. Personnel and equipment being transferred temporarily to a site on Clackamas Community College. Some training will take place on the old building during demolition. October Open House at Fire Station #17 on South End Road on October 28 between 1:00 pm and 3:00 pm. See Fire Prevention and Safety Activities flier.
  - **Wood & Moore Construction.** Kyle Wood and Mike Platz outlined plans for a new office building to house a green building design center and custom cabinet fabrication facility on Fir Street behind the Wilco building. Currently customers have



to be taken to different locations to choose items for their new home. This office would have samples of everything on site; tiles, flooring, lighting, plumbing, etc. Wood and Moore build high performance energy efficient homes but this facility would be open to all contractors, designers and the public. Not a retail facility but will cater to remodeling and new construction customers. See plans on file. Main building will be like a home displaying choices. Rear will be cabinet building facility. Site will be landscaped as for a home.

- **OCPD John Fetzer** of traffic division reminded us that school is back and the rain is coming so roads will be slippery! Drive carefully! No new issues for our neighborhood. Concerns raised: (a) speeding on Meyers – City wide issue (b) merge lanes both ways on Molalla at Beavercreek – try to take alternative route using right turns only (c) when no bike lane, bikes must be in road and should be treated same as motor vehicles.
- **OCPD Officer Cynthia Gates** presented the current call statistics for July and August (on file) and ways to stay in touch with OC Police. Bond measure for new Police and Court facility September 19. FAQ handout.  
**OCPD Mike Day** now on board as a resource officer for homeless people in OC. Already making a big impact and contribution.  
Shred event at OCPD Saturday, September 30 @ 9:00 am. Come early  
Health and Safety Fair at Danielson Hilltop Mall, Saturday September 16 from 10:00 am to 2:00 pm  
Accident by Les Schwab on Beavercreek involving a car turning into a motorcycle.  
Suicide in Hillendale Park  
White Mercury van seen in various locations in OC has now left the area!
- **Bylaws Revision.** Handout of wording reflecting new meeting dates was circulated and approved unanimously.
- **November election of officers** – Angela asked if there were any volunteers for the Nominating Committee or nominees for Officers. Election will be at the November meeting.

**Meeting adjourned at 8:10 pm**





November 14, 2018

To Whom It May Concern:

This letter is to certify that Wood & Moore Construction presented to the Gaffney Lane Neighborhood Association on Thursday September 14, 2017. The following is an excerpt from our minutes.

- **Wood & Moore Construction.** Kyle Wood and Mike Platz outlined plans for a new office building to house a green building design center and custom cabinet fabrication facility on Fir Street behind the Wilco building. Currently customers have to be taken to different locations to choose items for their new home. This office would have samples of everything on site; tiles, flooring, lighting, plumbing, etc. Wood and Moore build high performance energy efficient homes but this facility would be open to all contractors, designers and the public. Not a retail facility but will cater to remodeling and new construction customers. See plans on file. Main building will be like a home displaying choices. Rear will be cabinet building facility. Site will be landscaped as for a home.

It is our understanding that the proposal is moving forward with no changes, which means the presentation last year would suffice as meeting the requirement to meet with our Neighborhood.

Sincerely,

Amy Willhite  
Chair, Gaffney Lane Neighborhood



## DEVELOPMENT SERVICES

### PRE-APPLICATION MEETING NOTES

**Planning Project Number:** PA 18-40  
**Address:** 19224 Molalla Ave, Oregon City, OR 97045  
**Map Number(s):** 3-2E-09B  
**Tax Lot(s):** 01500  
**Project Name:** 19224 Molalla Ave Manufacturing Facility  
**Meeting Date:** November 6, 2018  
**Reviewer(s):** Sang Pau

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### General Comments

1. A complete land use application will typically include a preliminary stormwater report and preliminary construction plans showing all public improvements, including sewer, water, grading and erosion control, and stormwater facilities. The application should also include a narrative responding to all sections of the Oregon City Municipal Code (OCMC) applicable to the proposed development.
2. The City will issue a Staff Report in response to the contents of the application package provided by the applicant. Once a Staff Report is issued, staff strongly encourages a pre-design meeting with the project engineer to discuss plan requirements, conditions of approval, and process.
3. All applicable conditions of approval contained in the Staff Report must be addressed by providing the appropriate document (E.G. construction plans, reports, etc.) which must be reviewed and approved prior to issuance of building permits.
4. All applicable System Development Charges (SDC) shall be due and payable upon building permit issuance. The property will be assessed for SDC credits for structures that may have existed on the property but have been demolished. The applicant will need to complete a SDC request form, found on the City's website.
5. The property has an existing Non-Remonstrance Agreement; the execution of a Non-Remonstrance Agreement will not be required.
6. The contractor for the applicant will be required to attend a pre-construction meeting prior to any work beginning onsite.
7. All public improvements must be bonded with a 120% performance bond prior to the beginning of construction. Public improvements are defined as public utility extensions and roadway improvements within existing right-of-way. Public improvements may also be on private property in certain circumstances. This bond is released at the end of the construction period assuming everything is constructed as agreed upon.

8. All newly constructed public improvements shall be maintained for a two year period following their acceptance of construction with a 15% maintenance bond. Newly constructed public improvements consist of those improvements within existing right of way and those that were constructed on private land that will be owned by the City following approval of a plat. This bond is released at the end of the maintenance period.
9. An erosion control application and review must be completed prior to issuance of construction permit : <https://www.orcity.org/publicworks/erosion-control-0>

## **Streets**

1. Molalla Avenue has an approximately 82-foot-wide right-of-way (ROW) along the property's frontage, with approximately 40 feet on the subject property side of the centerline.
2. The frontage improvements along Molalla Avenue on the subject property side of the centerline appear to meet current City standards and may not require additional improvement.
3. Fir Street has an approximately 50-foot-wide ROW along the property's frontage, with approximately 20 feet on the subject property side of the centerline. Fir Street has approximately 15 feet of pavement on the subject property side of the centerline.
4. Fir Street is classified as Commercial Collector. A typical street section for this type of road is 86-foot-wide ROW consisting of, (3) 12-foot-wide lanes, (2) 8-foot wide street parking, (2) 6-foot wide bike lanes, (2) 5.5-foot-wide landscape strips, (2) 5-foot-wide sidewalks, and (2) 0.5-foot-wide public access strips.
5. The frontage along Fir Street has existing curb-tight sidewalk, while the adjacent frontage, east and west of the proposed development, have a planter strip separating the curb from the sidewalk.
6. Fir Street currently has approximately 36'-wide pavement with the existing centerline offset 5' to the south (per previous asbuilts in the area). Fir Street is indented to have a bike lane.
7. Approximately 7' ROW dedication will be required along Fir Street. Frontage improvements along Fir Street shall consisting of, 0.5' Curb, 5' Planter, and 5' sidewalk.
8. The existing driveway connecting to Fir Street, on the east end of the property, will need to be adjusted to meet ADA requirements.
9. The development will be required to provide a 10-foot-wide Public Utility Easement (PUE) along all property lines fronting an existing or proposed ROW.

10. Lighting along the frontage of the development appears to be adequate. The applicant must provide confirmation of adequate lighting from Portland General Electric. For street lighting, coordinate with the following PGE Outdoor Lighting Services Department Design Project Managers.

Jeff Wiese (Primary)  
(503) 742-8363  
Jeff.Wiese@pgn.com

Jeff Steigleder (Back-Up)  
(503) 672-5462  
Jeffery.Steigleder@pgn.com

11. Reduction to the standard improvements and ROW dedication may be requested through the modification process outlined in OCMC 12.04.007. Proposed modifications may require additional evidence for review.

### Stormwater

1. The following are General Thresholds from the Stormwater and Grading Design Standard (Section 1.2.1), which can be found online at:  
[https://www.orcity.org/sites/default/files/fileattachments/public\\_works/page/4224/final\\_manual\\_0.pdf](https://www.orcity.org/sites/default/files/fileattachments/public_works/page/4224/final_manual_0.pdf)
  - A. Development activities that result in 5,000 square feet of new or replaced impervious surface, cumulative over a 5-year period.
  - B. Development activities that will result in the **creation of more than 500 square feet of new impervious surface within a Natural Resource Overlay District (NROD)** (as defined by Oregon City Municipal Code [OCMC] 17.49), cumulative over a 5-year period.
  - C. Development activities that will **disturb 1,000 square feet of existing impervious surface within a Natural Resource Overlay District (NROD)** (as defined by Oregon City Municipal Code [OCMC] 17.49), cumulative over a 5-year period.
2. The project, as described in the Pre-Application submittal, appears to trigger part A of the above General Thresholds. Projects within the General Thresholds are subject to the requirements of the City's Stormwater and Grading Design Standards.
3. Where compliance with the Stormwater and Grading Design Standards is required, applicants must submit a completed Site Assessment and Planning Checklist (and other items as described in Section 9.1.1 of the Stormwater and Grading Design Standards) as part of the land use application review process. At a minimum the applicant should submit a preliminary stormwater report addressing the following items from Section 9.1.1 of the City's Stormwater and Grading Design Standards.
  - A. Stormwater management strategy
  - B. A site plan showing an adequately sized stormwater facility based on Stormwater Best Management Practices (BMP) Sizing Tool or sized using the Engineered Method (as defined by City's Stormwater and Grading Design Standards).



- C. A geotechnical report or a Natural Resource Conservation Service (NRCS) soils report documenting onsite infiltration and soil conditions in support of a proposed stormwater management strategy.
  - D. Downstream analysis which extends to the distance where the project site contributes less than 15 percent of the cumulative tributary drainage area or 1,500 feet downstream of the approved point of discharge, whichever is greater, as required by Chapter 5 of the Stormwater and Grading Design Standards.
- 4. The nearest public stormwater facility is an inlet located in Fir Street, northwest of the proposed development. This catch basin directs flows west through a 12-inch pipe to the “Caufield” basin.
  - 5. There appears to be an existing stormwater conveyance and detention system that manages stormwater on the existing development. This system may be utilized if proven to be viable and sized to accommodate the proposed development per current City stormwater standards. Treatment must be provided for the new development even if existing detention and conveyance has capacity.

#### **Water**

- 1. There is an existing 12-inch ductile iron water main that runs within Fir Street.
- 2. The applicant may be required to upsize existing water service line and meter to the existing property if does not have capacity for the proposed development. Since the development is on the same property as an existing building both buildings must share a water service.

#### **Sanitary Sewer**

- 1. An 8-inch sanitary sewer main exists within Fir Street.
- 2. There may be an existing sewer service lateral within Fir Street. If this service line is proposed to be used, a video inspection will be required to determine its usability and the pipe must be of a material acceptable to the city.
- 3. City GIS shows an existing sewer service already serving the lot so the new development must be served by the existing sewer service on-site. Since the development is on the same property as an existing building both buildings must share a sanitary sewer service.

#### **Other**

- 1. The proposed development does not reside within the Natural Resource Overlay District (NROD) and does not reside within the Geologic Hazard area.
- 2. The proposed development resides within a High Water Table area. If the high water table part of a larger groundwater system rather than perched water, there may be addition requirements for the design of infiltration stormwater facilities.

**Supplemental Information:**

- I. Documentation required before any construction plan review can begin by Public Works (which is after a land use decision has been made) :
  - a. Complete Engineering Plans (Public Improvements, all stormwater facilities, site grading and erosion control)
  - b. Preliminary Cost Estimate for construction of Public Improvements, all stormwater facilities, site grading and erosion control.
  - c. Plan Review Fee
  - d. Complete Storm Water Report and Site Assessment and Planning Checklist
  
- II. Documentation required before any construction plan can be deemed approved by Public Works (to be able to start construction or obtain a building permit) :
  - a. Inspection Fee
  - b. Final Cost Estimate of Public Improvements
  - c. Approved Engineering Plan stamped and signed by an Oregon Professional Engineer
  - d. Approved Storm Water Report stamped and signed by an Oregon Professional Engineer
  - e. 120% Performance Bond
  - f. Developer/Engineer Agreement
  - g. R.O.W. Dedication / Deed of Dedication
  - h. PGE approved street light plan
  
- III. Documentation required before Public Works will recommend Certificate of Occupancy.
  - a. Engineer of Record Certificate of Completion
  - b. Completed Punchlist
  - c. 15% Warranty Guarantee
  - d. Recorded Deed of Dedication or Easements
  - e. Private storm facilities - Maintenance Covenant and Access Easement



## Planning Division Pre-Application Conference Notes

PA 18-40

Former PA 17-33

*Please note that the draft pre-application conference notes are based on the applicant's pre-application submittal. A finalized version of the pre-application conference notes that reflects any additional items discussed during the meeting will be provided to the applicant following the meeting.*

### Proposed Project:

- New manufacturing/industrial building, 5400 sf, larger preferred. Includes potential changes to parking and landscaping on site.

### Location:

- 13986 Fir Street, Oregon City, OR 97045  
Clackamas County Map 3-2E-09B, Tax Lot 1500
- Zoning: GI, General Industrial District/C, General Commercial
- Applicable Overlay Districts: High Water Table Area
- Enterprise Zone: Property Tax Abatements May be Available: contact Eric Underwood, [eunderwood@orcify.org](mailto:eunderwood@orcify.org); 503-496-1552. More information: <https://www.orcity.org/economicdevelopment/enterprise-zone>

### Timing and Process:

This application is a **Type II** decision process involving a site plan and design review. Pursuant with OCMC Section 17.50.050, a pre-application conference is valid for a period of six months. The applicant has **180 days** from the date of submittal of a land use application to have a complete application.

Upon a complete application submittal, the applicant is entitled to a decision from the city of approval, approval with conditions, or denial within **120 days** by state law. Type II decisions are rendered by the Community Development Director, with appeal on the record to the City Commission, and then LUBA.

Type II decisions are based on the code approval criteria and require limited discretion by the Community Development staff for approval. Staff is not authorized to waive any requirements of the code except for modifications through Chapter 12.04.

### Upcoming Code Changes:

The City is proposing Housing and Development Code Amendments which may affect your proposal. Hearings are scheduled in December at City Commission. For details go to the following site: [www.orcity.org/planning/housing-and-other-development-and-zoning-code-amendments](http://www.orcity.org/planning/housing-and-other-development-and-zoning-code-amendments)

### Previous Reviews:

**SP 06-19/MD 07-04:** 21,404 square-foot retail and garden center, 183-space parking lot and associated landscaping.

### General Industrial District:

- GI District Dimensional Standards:

- Maximum building height: Three stories, not to exceed 40 feet
- Setbacks
  - Front yard (Molalla Ave): 10 feet
  - Interior side yard (can consider east property line): no minimum setback
  - Corner side yard (Fir Street): 10 feet
  - Rear yard (can consider south property line the rear): 10 feet
  - The 25' setback next to commercial does not apply; the portion of the Post Office property adjacent to the building is zoned industrial.

#### Site Plan and Design Review:

- If any fences are proposed, maximum height is 8 feet and no chain link is permitted.
- Landscaping
  - Site Plan and Design Review standards require a minimum of 15% landscaping, not including the interior parking lot landscaping. The code amendments will allow interior landscaping to be included.



- Green roofs can be counted toward landscaping requirements. The landscaping should be visible to the extent feasible. A mixture of deciduous and coniferous trees is required; if not providing this, request a modification and explain how your proposal meets the intent of the standard (aesthetics, shade, reduce runoff, etc).
- If more than 500 sf of landscaping is being added, a landscaping plan prepared by a registered landscape architect must be submitted, per 17.62.050.A.1.c.
- Parking lot landscaping is subject to [OCMC Section 17.52.060](#), which includes interior, perimeter and building buffer. The building must include 5-foot wide buffer landscaping area on the south and west sides.
- Compliance with the following Site Plan and Design Review standards could not be verified:
  - Pedestrian circulation ([OCMC Section 17.62.050.A.9](#)). A connection to the sidewalk and to the Wilco warehouse is needed.
  - Vehicular circulation per OCMC Section 17.62.050.A.2.
    - Please note that, per OCMC Section 17.62.050.A.2.k, parcels larger than three acres shall provide streets as required pursuant to Chapter 12.04. This chapter contains maximum block length of 530 feet. The frontage long Fir Street is greater than 530



feet, but no new streets are proposed. The code requires a 15-foot wide pedestrian accessway when the block will exceed 530 feet. Your application should explain why you are or are not proposing to include a pedestrian accessway. The proposed code amendments will remove this requirement in industrial areas.

- Outdoor lighting ([OCMC Section 17.62.065](#)). A photometric demonstrating compliance with lighting standards is required.
- Building materials ([OCMC Section 17.62.050.A.21](#))
  - Concrete Block. When used for the front façade of any building, concrete blocks shall be split, rock- or ground-faced and shall not be the prominent material of the elevation. Plain concrete block or plain concrete may be used as foundation material if the foundation material is not revealed more than three feet above the finished grade level adjacent to the foundation wall.
  - Metal Siding. Metal siding shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above ground level) except when used for a temporary structure.
  - Plywood/T-11 siding is prohibited in visible locations from the right of way
  - Chain link is prohibited in visible locations from the right of way
- Mechanical equipment screening ([OCMC Section 17.62.050.A.20](#)). The standards differ based on the type of mechanical equipment proposed.
- Refuse and recycling enclosures ([OCMC Section 17.62.085](#))

#### Parking:

- The number of parking spaces previously approved on the property was 183 spaces:

#### *17.52.010 Number of Spaces Required.*

Transportation System Plan - Table 5-14. City of Oregon City Parking Ratios  
Parking Requirements<sup>1</sup>

Land Use	Square Feet	Minimum	Maximum	Project Minimum	Project Maximum	Proposed
Existing Warehouse Uses	14,826	.3	.4	4.45	5.93	
Existing Outdoor Storage	32,063	.3	.4	9.62	12.83	
Existing Light Industrial	1,883	N/A	1.6	0	3.01	
Existing Office Use	3,497	2.7	3.33	8.74	11.65	
New Retail Building	21,404	4.1	5	87.76	107.02	
New Garden Center	8,688	4.1	5	35.51	43.34	
New Office space (in retail building)	937	2.7	3.33	2.34	3.12	
Total	83,298			148.42	186.90	183
10 % reduction for locating on a transit street						

<sup>1</sup>Parking ratios are based on spaces per 1,000 square feet gross leasable floor area unless otherwise stated.

- The site is eligible for a 10% reduction in the minimum number of parking spaces required due to proximity to transit.
- On-street parking spaces, if they exist, along the property frontage may be counted toward minimum, but they do not have to be counted.
- Up to 35% of total parking spaces may be compact – see size requirements in 17.52.030.



- The number of parking stalls required is based on spaces per one thousand square feet of net leasable area. The calculation is required for the entire property, including outdoor storage areas.
- If you have questions about what use categories apply, contact Planning staff.
- Please note parking areas may not be used for outdoor storage without Site Plan and Design Review approval.

<i>Land Use</i>	<i>Minimum</i>	<i>Maximum</i>
<i>Retail Store, Shopping Center, Restaurants</i>	<i>4.10</i>	<i>5.00</i>
<i>Office</i>	<i>2.70</i>	<i>3.33</i>
<i>Storage Warehouse, Freight Terminal</i>	<i>0.30</i>	<i>0.40</i>
<i>Manufacturing, Wholesale Establishment</i>	<i>1.60</i>	<i>1.67</i>
<i>Light Industrial, Industrial Park</i>	<i>1.3</i>	<i>1.60</i>

- Compliance with bicycle parking could not be confirmed – the requirement is one space per 20 vehicle spaces on site and 50% of spaces must be covered. Bicycle parking standards may be found in [OCMC Section 17.52.040](#).

#### **Lawful Nonconforming Uses, Structures, and Lots:**

- The site is considered nonconforming for various reasons, including the number of parking spaces, parking lot landscaping, location of main entrance, etc.
- Projects exceeding \$75,000 in exterior alterations require proportional upgrades to the nonconforming portions of the site per OCMC 17.58. Please indicate the cost of the project and provide proportional upgrades for ten percent of the value of the proposed development for:
  1. Pedestrian circulation systems;

2. Minimum perimeter parking lot landscaping;
3. Minimum interior parking lot landscaping;
4. Minimum site landscaping requirements;
5. Bicycle parking by upgrading existing racks and providing additional spaces
6. Screening; and
7. Paving of surface parking and exterior storage and display areas

Please indicate the cost of exterior alterations on the application form. If less than \$75,000 is directed to exterior alterations, no upgrades are required. Lastly, there are limitations for leased areas.

### **Tree Protection/Mitigation and Street Trees**

Tree removal during the land development process is subject to compliance with tree protection and mitigation standards.

- Street trees are subject to [OCMC Chapter 12.08](#), which requires 1 tree for every 35 feet of frontage. Please review both frontages, though you do not need to plant a tree if one is already planted or mitigation previously paid.
- A street tree plan demonstrating compliance with [OCMC 12.08](#) is required
- The applicant's submittal should identify species and size of all trees onsite greater than 6" DBH.
- Tree removal is subject to OCMC [Chapter 17.41](#).
- Tree protection, removal and mitigation standards can be found in OCMC Section 17.41.130
- A mitigation plan prepared by a qualified professional (certified arborist, horticulturalist or forester or other environmental professional) is required in accordance with OCMC Chapter 17.41
- A tree covenant may be required to be recorded to protect existing and future trees.

### **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 transportation analysis associated with this development proposal can be satisfied by submittal of a Transportation Analysis Letter (TAL). This option is available when specific criteria are met. These include a determination that the development generates 24 or fewer AM and PM peak hour trips and fewer than 250 daily trips. Details for a TAL can be found in Section 3.1 of the *Guidelines*. It is the applicant's responsibility to verify the trip generation characteristics of the proposed development.

The applicant should pay special attention to access to the site and on-site circulation. This is especially important if the development results in any changes to the access or circulation associated with the existing Wilco development.

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

### **Sign Code:**

- The applicable sign code may be reviewed in Section 15.28.080 of the Oregon City Municipal Code.
- Signs are reviewed over the counter in a Type I application process by staff and will not be reviewed with the Site Plan and Design Review application.
- The sign does not have to be reviewed concurrently with the Site Plan and Design Review application.

### **Other Notes:**

- OCMC 17.50.055 requires submittal of the NA meeting sign-in sheet, a summary of issues discussed, and a letter from the neighborhood association indicating that a meeting was held.

- Please confirm with the neighborhood if you want to use the meeting already held. You are in the Gaffney Lane Neighborhood Association.

**Neighborhood Association:** Gaffney Lane  
**Chair:** Amy Willhite, [awillhit@yahoo.com](mailto:awillhit@yahoo.com)  
**Secretary/Treasurer:** Angela Wright, [englishimport@gmail.com](mailto:englishimport@gmail.com)  
**CIC Representative:** Amy Willhite, [awillhit@yahoo.com](mailto:awillhit@yahoo.com)  
**Upcoming Meetings:** July 27, 2017; October 26, 2017  
**Meeting Location:** The Meadows Courtyard, 13637 Garden Meadows Drive, Oregon City  
**Meeting Time:** 7:00 PM

- OCMC 17.50.055 requires that you contact the Neighborhood Association and Citizen Involvement Committee(CIC). Contact info for the CIC is here: <https://www.orcity.org/bc-cic>
- Your application was transmitted to the State Historic Preservation Office (SHPO) and affected tribes for review. Comments received have been provided.

#### Applications Anticipated and Fees:

- Planning application anticipated:
  - Site Plan and Design Review (based on construction cost). A form is provided to document the construction costs.

Project Cost	Fee
Less than \$500,000	\$2,156 plus 0.007 x project cost
\$500,000 to \$3,000,000	\$3,591 plus 0.005 x project cost
Over \$3,000,000	\$12,215 plus 0.003 x project cost
Maximum Site Plan and Design Review Fee	\$57,296

- Mailing Labels: \$16 or provided by applicant
- Transportation Analysis Letter: \$489/Traffic Study: See fee schedule
- [2018 Planning Fee Schedule](#)

#### Applications, Checklists and Links:

- [Type II Review Process](#)
- [Land Use Application](#)
- [Site Plan and Design Review Construction Cost Form](#)
- [Site Plan and Design Review Checklist](#)
- [Oregon City Adopted Street Tree List](#)
- [Oregon City Municipal Code](#)

#### Planning Division

Kelly Reid, Planner reviewed your pre-application for the Planning Division. You may contact Kelly at 503-496-1540 or [kreid@orcify.org](mailto:kreid@orcify.org).

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

Sang Pau, Development Projects Engineer with the Oregon City Development Services Division, reviewed your pre-application. Sang Pau can be reached at 503.974.5503 or [spau@orcify.org](mailto:spau@orcify.org).

#### Building Division:

You may contact Mike Roberts, Building Official at 503.496.1517 or by email at [mroberts@orcify.org](mailto:mroberts@orcify.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](mailto:michaelbou@ccfd1.com).



**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 17.32 – “C” General Commercial District*

*OCMC 17.36 – “GI” General Industrial*

*OCMC 17.41 – Tree Protection Standards*

*OCMC 17.47 – Erosion and Sediment Control*

*OCMC 17.52 – Off-Street Parking and Loading*

*OCMC 17.54.100 – Fences*

*OCMC 17.58 – Lawful Nonconforming Uses, Structures, and Lots*

*OCMC 17.62 – Site Plan and Design Review*

*OCMC 17.50 – Administration and Procedures*

A template for your submittal with the applicable criteria will be emailed by the City.

***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 Pre-application Conference meeting date, a NEW Pre-Application Conference will be required.



# Chicago Title Company

10151 SE Sunnyside Road, Suite 300  
Clackamas, Oregon 97015  
Phone: 503.786.3940 Fax: 866.892.3853  
E-mail: [trios@ctt.com](mailto:trios@ctt.com)

## METROSCAN PROPERTY PROFILE

Clackamas (OR)

### OWNERSHIP INFORMATION

Owner	: Lizer Properties I LLC	Parcel Number	: 00869581
CoOwner	:	Ref Parcel #	: 32E09B 01500
Site Address	: 19226 Molalla Ave Oregon City 97045	T: 03S	R: 02E S: 09 Q: NW QQ:
Mail Address	: 9855 SE Top O Scott St Happy Valley Or 97086		
Telephone	:		

### SALES INFORMATION

Transfer Date	: 07/13/1994	Document #	: 0094-56737
Sale Price	: \$360,000	Deed Type	: Warranty
% Owned	: 100	Vesting Type	: Married Persons
Prior Transfer Date	: 07/13/1994	Prior Document #	: 0094-56736
Prior Sales Price	: \$360,000		

### PROPERTY DESCRIPTION

Map Page Grid :  
Census Tract : 226.03 Block: 1  
Neighborhood : Area 03 Commercial Oregon City  
Subdivision/Plat: Echo Valley Meadows 02  
Improvement : 610 Light Utility Bldg  
Land Use : 201 Com,Commercial Land,Improved  
Legal : SEE IMP ONLY 01500A1  
:  
:

### ASSESSMENT AND TAX INFORMATION

Mkt Land : \$1,977,119  
Mkt Structure : \$974,770  
Mkt Total : \$2,951,889  
%Improved : 33  
AssdTotal : \$1,978,567  
Mill Rate : 17.8341  
Levy Code : 062002  
18-19 Taxes : \$35,285.96  
Millage Rate : 17.8341

### PROPERTY CHARACTERISTICS

Bedrooms	:	Building SF	:	BldgTotSqFt	:
Bathrooms	:	1st Floor SF	:	Lot Acres	: 4.14
Full Baths	:	Upper Finished SF	:	Lot SqFt	: 180,338
Half Baths	:	Finished SF	:	Garage SF	:
Fireplace	:	Above Ground SF	:	Year Built	: 1996
Heat Type	:	Upper Total SF	:	School Dist	: 062
Floor Cover	:	UnFinUpperStorySF:	:	Foundation	:
Stories	:	Basement Fin SF	:	Roof Type	:
Int Finish	:	Basement Unfin SF	:	Roof Shape	:
Ext Finsh	:	Basement Total SF	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report. Information is deemed reliable but not guaranteed.

After recording, return to (Name, Address, Zip):

Lizer Properties I, L.L.C.  
9855 SE Top O Scott Street  
Happy Valley, OR 97086

Until a change is requested all tax statements  
shall be sent to the following address:

No change requested

Escrow No: 50-465879-DP

Order No: 465879

Clackamas County Official Records  
Sherry Hall, County Clerk

2009-029714

SPACE RESE  
FOR  
RECORDER'S



\$36.00

01303193200900297140020025

04/30/2009 11:00:38 AM

D-D Cnt=1 Stn=7 BARBARA  
\$10.00 \$10.00 \$16.00

**BARGAIN AND SALE DEED - STATUTORY FORM**  
(INDIVIDUAL or CORPORATION)

George M. Lizer and Dolores M. Lizer, as tenants by the entirety

Grantor, conveys to

Lizer Properties I, L.L.C., an Oregon limited liability company

Grantee, the following described real property:

SEE LEGAL DESCRIPTION ATTACHED HERETO

Before signing or accepting the 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. 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.

The true consideration for this conveyance is \$-0-.

(Here comply with the requirements of ORS 93.030).

Dated April 27<sup>th</sup>, 2009; if a corporate grantor, it has caused its name to be signed by order of its board of directors.

*George M Lizer*  
George M. Lizer

*Dolores M Lizer*  
Dolores M. Lizer

STATE OF OREGON )  
County of *Multnomah* ss.

This instrument was acknowledged before me on 4/27/09, by George M. Lizer and Dolores M. Lizer.

*Cathy Lovely*  
Notary Public for Oregon

My Commission Expires: 9/26/2012

(SEAL)



**LEGAL DESCRIPTION**

**PARCEL I:**

Part of the Washington Williams Donation Land Claim No. 56 and part of the Samuel Vance Donation Land Claim No. 51, in Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the intersection of the centerline of Market Road No. 22 and a line drawn parallel with and 20 feet South of the South line of Fir Street when measured at right angles to said South line in Section 8, Township 2 South, Range 2 East of the Willamette Meridian, said point being the Southwest corner of Parcel II, conveyed to Lee Kronberg, et ux, by Warranty Deed recorded April 30, 1968, Fee No. 68-8065; thence North 89°30' East 341.25 feet to an iron rod which is South 89°30' West 418.75 feet from the Southeast corner of said Kronberg Tract and the true point of beginning; thence North 89°30' East 418.75 feet along the South line of said Kronberg Tract, to the Southeast corner thereof; thence South 390.10 feet to a point 240 feet North of the South line of said Williams Donation Land Claim; thence South 89°30' West parallel with the South line of said Williams Donation Land Claim 505 feet, more or less, to the centerline of Market Road No. 22; thence North 28°45' West along said centerline 220 feet, more or less, to a point South 0°30' East 191.64 feet and South 89°30' West from the true place of beginning; thence North 89°30' East to an iron rod which is South 0°30' East 191.64 feet from the true place of beginning; thence North 0°30' West 191.64 feet to the true place of beginning.

EXCEPTING portions within public roads.

ALSO EXCEPTING THEREFROM that portion as described in Deed to the City of Oregon City recorded October 21, 1996 in Fee No. 96-078009.

**PARCEL II:**

A tract of land in the Northeast quarter of Section 8, Township 3 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 an iron rod in the South line of that tract conveyed to Oregon City by Deed recorded July 3, 1975, Recorder's Fee No. 75-18068, Deed Records of Clackamas County; said iron rod being located South 89°30' West 418.75 feet from the Southeast corner of said tract; thence South 0°30' East 191.64 feet to an iron rod; thence South 89°30' West 193.52 feet to an iron rod; thence continuing South 89°30' West 11.48 feet to the Easterly edge of Market Road 22 (Molalla Road); thence North 29°55' West along said road line 220.0 feet to an intersection with the South line of the above mentioned tract conveyed to Oregon City; thence North 89°30' East 313.06 feet along said South line to the place of beginning. Bearings recited herein are based on the South line of tract described in Deed 75-18068, defining South 89°30' West.

EXCEPT THEREFROM that portion lying within public roads.

9014710032.rdw

②



10  
20  
AFTER RECORDING RETURN TO:

George M. Lizer  
18881 SE Hwy 212  
Clackamas, OR 97015

Until a change is requested all tax  
statements shall be sent to the following  
address:

Same as above

Escrow No. 4500-29045-TW  
Order No. 142210

BARGAIN AND SALE DEED - STATUTORY FORM  
(INDIVIDUAL or CORPORATION)

GEORGE M. LIZER AND DOLORES MARLENE LIZER, as tenants by the entirety  
MARLEEN

Grantor, conveys to GEORGE M. LIZER AND DOLORES M. LIZER, husband and wife

Grantee, the following described real property:

(Continued)

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 true consideration for this conveyance is \$0.00  
(Here comply with the requirements of ORS 93.030).

Dated, March 26, 1996, if a corporate grantor, it has caused its name to be signed by  
order of its board of directors.

George M. Lizer

Dolores Marlene Lizer  
Marleen

STATE OF OREGON, County of Clackamas, ss.

This instrument was acknowledged before me on March 26, 1996,

by George M. Lizer and Dolores Marleen Lizer

This instrument was acknowledged before me on

by as

of

Kathy E. Cozart

Notary Public for Oregon

My commission expires



96-021817

enter legal description (continued)

Part of the Washington Williams Donation Land Claim No. 56 and part of the Samuel Vance Donation Land Claim No. 51, in Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the intersection of the centerline of Market Road No. 22 and a line drawn parallel with and 20 feet South of the South line of Fir Street when measured at right angles to said South line in Section 8, Township 2 South, Range 2 East of the Willamette Meridian, said point being the Southwest corner of Parcel II, conveyed to Lee Kronberg, et ux, by Warranty Deed recorded April 30, 1968, Fee No. 68-8065; thence North 89°30' East 341.25 feet to an iron rod which is South 89°30' West 418.75 feet from the Southeast corner of said Kronberg Tract and the true point of beginning; thence North 89°30' East 418.75 feet along the South line of said Kronberg Tract, to the Southeast corner thereof; thence South 390.10 feet to a point 240 feet North of the South line of said Williams Donation Land Claim; thence South 89°30' West parallel with the South line of said Williams Donation Land Claim 505 feet, more or less, to the centerline of Market Road No. 22; thence North 28°45' West along said centerline 220 feet, more or less, to a point South 0°30' East 191.64 feet and South 89°30' West from the true place of beginning; thence North 89°30' East to an iron rod which is South 0°30' East 191.64 feet from the true place of beginning; thence North 0°30' West 191.64 feet to the true place of beginning.

EXCEPTING portions within public roads.

STATE OF OREGON 96-021817  
CLACKAMAS COUNTY  
Received and placed in the public  
records of Clackamas County  
RECEIPT# AND FEE: 33771 \$30.00  
DATE AND TIME: 03/28/96 01:45 PM  
JOHN KAUFFMAN, COUNTY CLERK

2



## STATUTORY WARRANTY DEED

EQUITY ADVANTAGE INCORPORATED

conveys and warrants to GEORGE M. LIZER and DOLORES MARLEEN LIZER, husband and wife Grantor,  
the following described real property free of liens and encumbrances, except as specifically set forth herein: Grantee,  
FOR LEGAL DESCRIPTION SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

PROPERTY IS SUBJECT TO TRUST DEED TO GERALD W. CHRISTENSEN AND LOUIS M. CHRISTENSEN  
RECORDED AS RECORDER'S FEE NO. 94-056738. SAID TRUST DEED GRANTEE HEREIN ASSUMES  
AND AGREED TO PAY ACCORDING TO THE TERMS AND PROVISIONS THEREOF.

\*\*UNRECORDED LEASES OR PERIODIC TENANCIES, IF ANY: RIGHT, TITLE AND INTEREST OF  
ACKERLEY COMMUNICATION NW INC..

This property is free of liens and encumbrances, EXCEPT: TAXES FOR THE YEAR 1994/95 A LIEN NOT  
YET PAYABLE; SEWER LIEN AND WATER LIEN IN FAVOR OF THE CITY OF OREGON CITY,  
WHICH GRANTEE HEREIN ASSUMES AND AGREES TO PAY; GRANTOR HEREBY DISCLOSES THAT AN  
ADDITIONAL LIEN IN FAVOR OF THE CITY OF OREGON CITY IS PLANNED:\*\*SEE ABOVE

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 true consideration for this conveyance is \$ 360,000.00 (Here comply with the requirements of ORS 91.030)

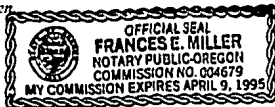
Dated this 8th day of July, 19 94.

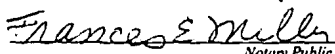
  
EQUITY ADVANTAGE INCORPORATED

STATE OF OREGON  
County of CLACKAMAS } ss.

On this 8th day of July, 19 94, before me appeared DAVID S. MOORE  
and \_\_\_\_\_ both to me personally  
known, who being duly sworn, did say that he, the said DAVID S. MOORE  
is the CEO ~~President~~, and he, the said \_\_\_\_\_  
is the \_\_\_\_\_ Secretary of EQUITY ADVANTAGE, INC.  
the within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and  
that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and  
DAVID S. MOORE and \_\_\_\_\_ acknowledge  
said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above  
written



  
My Commission expires 4/9/95 Notary Public for Oregon.

Title Order No. 759529  
Escrow No. 94A70465

THIS SPACE RESERVED FOR RECORDFR'S USE

After recording return to  
GEORGE M. LIZER  
18881 S. E. HWY 212  
CLACKAMAS, OR 97015

Until a change is requested all tax statement shall be sent  
to the following address.  
GEORGE M. LIZER  
18881 S. E. HWY 212  
CLACKAMAS, OR 97015  
Name, Address, Zip

94-056737

Order No. 759529

EXHIBIT "A"

Part of the Washington Williams Donation Land Claim No. 56 and part of the Samuel Vance Donation Land Claim No. 51, in Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the intersection of the centerline of Market Road No. 22 and a line drawn parallel with and 26 feet South of the South line of Fir Street when measured at right angles to said South line in Section 8, Township 2 South, Range 2 East of the Willamette Meridian, said point being the Southwest corner of Parcel II, conveyed to Leo Kronberg, et ux, by Warranty Deed recorded April 30, 1968, Fee No. 68 8065; thence North 89°30' East 341.25 feet to an iron rod which is South 89°30' West 418.75 feet from the Southeast corner of said Kronberg Tract and the true point of beginning; thence North 89°30' East 418.75 feet along the South line of said Kronberg Tract, to the Southeast corner thereof; thence South 390.10 feet to a point 240 feet North of the South line of said Williams Donation Land Claim; thence South 89°30' West parallel with the South line of said Williams Donation Land Claim 505 feet, more or less, to the centerline of Market Road No. 22; thence North 28°45' West along said centerline 220 feet, more or less, to a point South 0°30' East 191.64 feet and South 89°30' West from the true place of beginning; thence North 89°30' East to an iron rod which is South 0°30' East 191.64 feet from the true place of beginning; thence North 0°30' West 191.64 feet to the true place of beginning.

EXCEPTING portions within public roads.



**94-056737**

PAGE 3 OF 3

**STATE OF OREGON  
COUNTY OF CLACKAMAS**

I, John Kauffman, Clackamas County Clerk,  
received and placed in the public records of  
Clackamas County the attached instrument:

**INSTRUMENT NUMBER: 94-056737**

**RECEIPT NUMBER: 2511**

**FEE: \$30.00**

**DATE AND TIME: 07/13/94 11:05 AM**

**JOHN KAUFFMAN  
CLACKAMAS COUNTY CLERK**

**PLEASE DO NOT REMOVE:  
THIS CERTIFICATE IS A PART  
OF THE PUBLIC RECORD.**

**94-056737**

19000

SW. COR.  
SWAFFORD UNREC.

NW. COR.  
D.L.C. NO. 56

SEE MAP 3 2E 5D

P. PLAT  
2008-072

BEAVERCREEK RD. MARKET

LA R W O N K  
T R A C K  
3  
A C R E A G E  
N O 3

2001

2004-029

62-02

P. P.  
1997 - 96

PARCEL 2  
(7.88 Ac.)

S. LINE WASHINGTON WILLIAMS D.L.C. NO. 56

N. LINE ROBERT CAUFIELD D.L.C. NO. 53

2100  
2.62 Ac.

19352  
19360  
19376  
19388

TAX LOTTED ON

MAP 3 2E 8A

TAX LOTTED ON MAP

(PT. 3 2E 09C T

MOJALLA AVE.

Approx.  
1/4 C.

VACATED 78-57906

NW COR.  
D.L. 148-163

S.E. COR.  
D.L. 174-112

575.2

SEE MAP 3 2E 8A

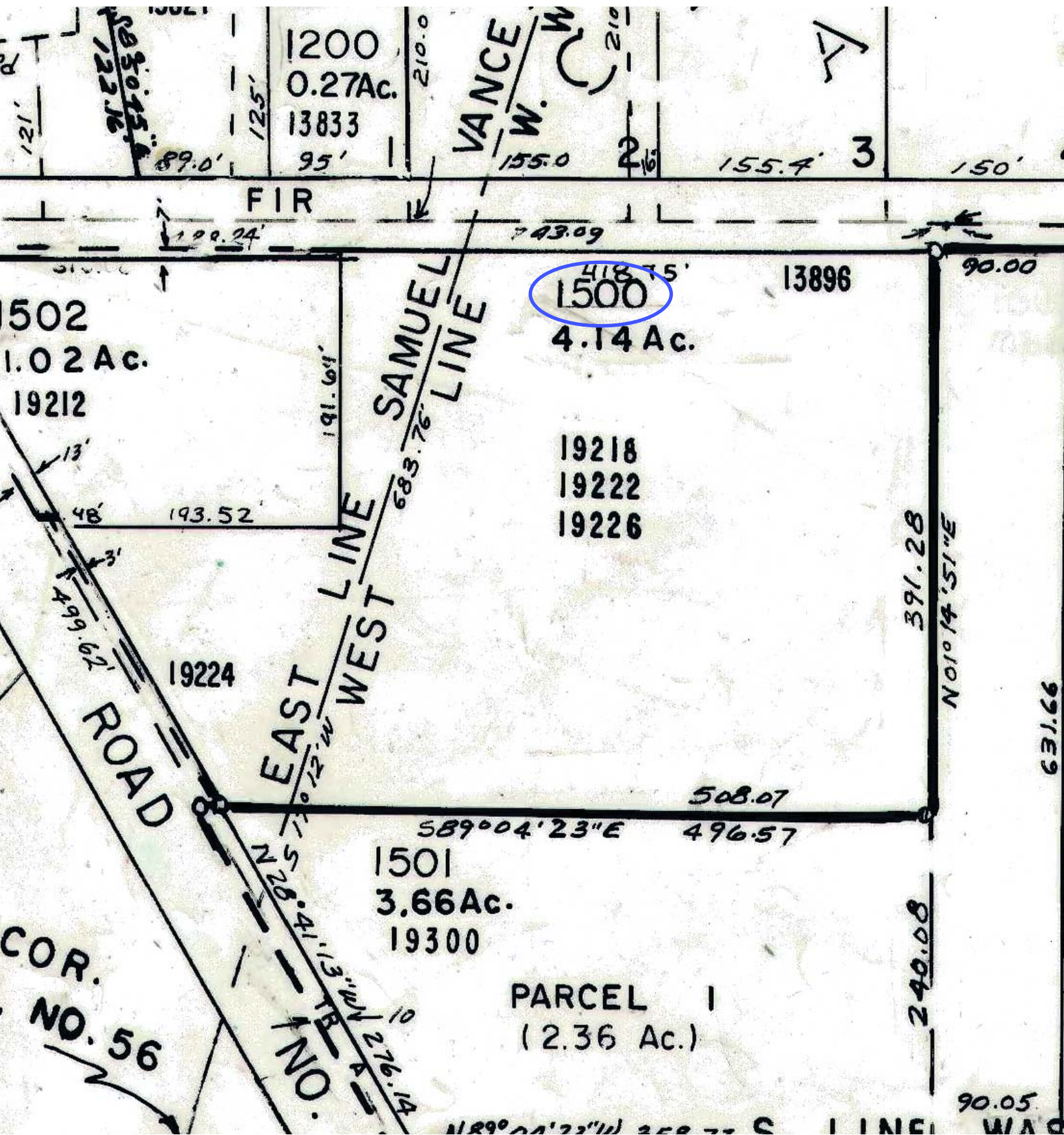
SW. COR.  
D.L.C. NO. 56

19300

N. NW COR.  
D.L.C. NO. 53







# Clackamas County Fire District #1

## Fire Prevention Office



**To:** Dilia Vassileva, Assistant Planner, Oregon City Planning  
**From:** Mike Boumann, Deputy Fire Marshal, Clackamas County Fire District #1  
**Date:** 6/3/2019  
**Re:** Precision Cabinets, 19224 Molalla Ave, Oregon City

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This review is based upon the current version of the Oregon Fire Code (OFC), as adopted by the Oregon State Fire Marshal's Office. The scope of review is typically limited to fire apparatus access and water supply, although the applicant must comply with all applicable OFC requirements.

### Fire Department Access and Water Supply

- 1) A Fire Access and Water Supply plan for subdivisions and commercial buildings over 1000 square feet in size or when required by Clackamas Fire District #1. The plan shall show fire apparatus access, fire lanes, fire hydrants, fire lines, available fire flow, FDC location (if applicable), building square footage, and type of construction. The applicant shall provide fire flow tests per NFPA 291 or hydraulic model when applicable and shall be no older than 12 months. Work to be completed by experienced and responsible persons and coordinated with the local water authority. In addition, a pdf version shall be sent directly to CFD#1.
- 2) Please see our design guide at:  
<http://www.clackamasfire.com/documents/fireprevention/firecodeapplicationguide.pdf>
- 3) If you have questions please contact Clackamas Fire District @503-742-2660



**From:** [Rogers, Wes](#)  
**To:** [Diliana Vassileva](#)  
**Subject:** Re: Land Use Application GLUA-19-00006/SP-19-00025/VAR-19-00001  
**Date:** Thursday, April 18, 2019 4:36:52 PM

---

no issues.  
..wes

On Thu, Apr 18, 2019 at 3:27 PM Diliana Vassileva <[dvassileva@orcity.org](mailto:dvassileva@orcity.org)> wrote:

Good afternoon,

The Planning Division has received a Site Plan and Design Review application for an approximately 6,500 square-foot cabinet manufacturing building with a Variance to minimum site landscaping requirements. Please review the proposed development posted [here](#) and provide your comments by May 30, 2019.

COMMENTS DUE BY: May 30, 2019

HEARING DATE: June 10, 2019

HEARING BODY: \_\_\_ Staff Review; ☒ PC; \_\_\_ HRB; \_\_\_ CC

FILE # & TYPE: GLUA-19-00006 (General Land Use Application), SP-19-00025 (Site Plan and Design Review), VAR-19-00001 (Variance)

PLANNER: Diliana Vassileva, Assistant Planner, 503-974-5501

APPLICANT: Kyle Wood

OWNERS: Lizer Properties LLC

REPRESENTATIVE: Andrew Montgomery

REQUEST: The applicant has requested has proposed a new 6,500 square-foot cabinet manufacturing building in the General Industrial District, and has requested a variance to minimum site landscaping requirements.

LOCATION: 13896 Fir Street and 19224 Molalla Avenue,  
Oregon City, OR 97045

Clackamas County Map 3-2E-09B, Tax  
Lots 1500 and 1502

**From:** [Gish, Jonathan](#)  
**To:** [Diliana Vassileva](#)  
**Subject:** RE: Land Use Application GLUA-19-00006/SP-19-00025/VAR-19-00001  
**Date:** Monday, April 22, 2019 6:49:45 AM

---

Good morning Diliana,

Clackamas County has no frontage and therefore, Engineering has no comments

One question: isn't this the site of Wilco?

Thanks

**Jonny Gish | Engineering Tech 4**

Clackamas County Department of Transportation and Development  
150 BeaverCreek Rd  
Oregon City, OR 97045  
Offic Hours: M-TH 6am-4:30pm  
Direct: 503-742-4707 | [jgish@clackamas.us](mailto:jgish@clackamas.us)

---

**From:** Diliana Vassileva [mailto:[dvassileva@orccity.org](mailto:dvassileva@orccity.org)]  
**Sent:** Thursday, April 18, 2019 3:27 PM  
**Subject:** Land Use Application GLUA-19-00006/SP-19-00025/VAR-19-00001

Good afternoon,

The Planning Division has received a Site Plan and Design Review application for an approximately 6,500 square-foot cabinet manufacturing building with a Variance to minimum site landscaping requirements. Please review the proposed development posted [here](#) and provide your comments by May 30, 2019.

COMMENTS DUE BY:	May 30, 2019
HEARING DATE:	June 10, 2019
HEARING BODY:	___ Staff Review; ___x_ PC; ___ HRB; ___ CC
FILE # & TYPE:	GLUA-19-00006 (General Land Use Application), SP-19-00025 (Site Plan and Design Review), VAR-19-00001 (Variance)
PLANNER:	Diliana Vassileva, Assistant Planner, 503-974-5501
APPLICANT:	Kyle Wood
OWNERS:	Lizer Properties LLC
REPRESENTATIVE:	Andrew Montgomery
REQUEST:	The applicant has requested has proposed a new 6,500 square-foot cabinet manufacturing building in the General Industrial District, and has requested a variance to minimum site landscaping requirements.

**From:** [Amy](#)  
**To:** [Diliana Vassileva](#)  
**Subject:** Re: Land Use Application GLUA-19-00006/SP-19-00025/VAR-19-00001  
**Date:** Thursday, April 18, 2019 9:10:55 PM

---

I noticed that the Gaffney Lane Neighborhood meeting they attended and have attached to the application is from 2017. Is there a time limit to this? It seems they should be required to attend a meeting closer to the date of application. Two years is a long time and things change.

Amy

On Thursday, April 18, 2019, 3:27 PM, Diliana Vassileva <[dvassileva@orcify.org](mailto:dvassileva@orcify.org)> wrote:

Good afternoon,

The Planning Division has received a Site Plan and Design Review application for an approximately 6,500 square-foot cabinet manufacturing building with a Variance to minimum site landscaping requirements. Please review the proposed development posted [here](#) and provide your comments by May 30, 2019.

COMMENTS DUE BY:	May 30, 2019
HEARING DATE:	June 10, 2019
HEARING BODY: HRB; ___ CC	___ Staff Review; <input checked="" type="checkbox"/> PC; ___
FILE # & TYPE:	GLUA-19-00006 (General Land Use Application), SP-19-00025 (Site Plan and Design Review), VAR-19-00001 (Variance)
PLANNER: Planner, <a href="tel:503-974-5501">503-974-5501</a>	Diliana Vassileva, Assistant
APPLICANT:	Kyle Wood
OWNERS:	Lizer Properties LLC
REPRESENTATIVE:	Andrew Montgomery

**REQUEST:**

The applicant has requested has proposed a new 6,500 square-foot cabinet manufacturing building in the General Industrial District, and has requested a

March 8, 2019

George Lizer  
Lizer Properties I, LLC  
9855 SE Top O Scott Street  
Happy Valley, OR. 97086



**LANCASTER  
ENGINEERING**

321 SW 4th Ave., Suite 400  
Portland, OR 97204  
phone: 503.248.0313  
fax: 503.248.9251  
lancasterengineering.com

RE: Precision Cabinets Manufacturing Facility – Transportation Analysis Letter

Dear Mr. Lizer,

This Transportation Analysis Letter (TAL) evaluates the transportation impacts of the proposed development of the northeastern-most section of a property located at 19224 S Molalla Avenue in Oregon City, Oregon. The project will include the development of a 6,580 square-foot cabinet manufacturing facility, which will also have a showroom for manufactured goods.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, as well as to determine any mitigation that may be necessary to do so. Detailed information on trip generation calculations and safety analyses are included as an attachment to this letter.

### ***Location Description***

#### ***Project Site Description***

The project site, which is currently undeveloped, is located south of S Fir Street, west of Highway 213, and east of Molalla Avenue in Oregon City, Oregon. The site includes a portion of tax lot 32E09B 01500, and encompasses an approximate total of 0.2 acres. The site is located within the northeastern corner of an existing shopping center/industrial park that takes access to both S Fir Street via two existing driveways and Molalla Avenue via one existing driveway; however, a majority of site trips are expected to utilize the easternmost driveway along S Fir Street.

The subject site is located within a predominately industrial area of Oregon City, with commercial/industrial uses surrounding the site in all directions. One notable development located within a half-mile walking/biking distance of the site includes Clackamas Community College to the southeast.





## Vicinity Roadways

The proposed development is expected to impact the following two roadways: S Fir Street and Molalla Avenue. Table 1 provides a description of each of the roadways.

**Table 1: Vicinity Roadway Descriptions**

Roadway	Jurisdiction	Functional Classification	Cross-Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
S Fir Street	Oregon City	Collector	2 to 3 Lanes	25 mph Posted	Partially Permitted	Partial Both Sides	Both Sides	Both Sides
Molalla Avenue	Oregon City	Major Arterial	3 to 5 Lanes	35 mph Posted	Partially Permitted	Both Sides	Both Sides	Both Sides

Note: Functional classification and roadway jurisdiction based on 2013 Oregon City Transportation System Plan.

## Vicinity Intersections

The intersection of S Fir Street at Molalla Avenue is a three-legged intersection that is stop-controlled for the westbound approach of S Fir Street. The westbound approach has one shared lane for all turning movements. The northbound approach of Molalla Avenue has a center two-way left turn lane, a shared lane for through and right-turn movements, and a bicycle lane to the right of the outermost vehicle lane. The southbound approach of Molalla Avenue has a dedicated left-turn lane, a shared lane for through and right-turn movements, and a bicycle lane to the right of the outermost vehicle lane. Crosswalks are unmarked across all three intersection legs.

## Access Intersections

As described in the *Project Site Description* section, the site will have access to the greater transportation system via three existing driveways which currently serve the shopping center/industrial park: two driveways along S Fir Street and one driveway along Molalla Avenue. All three driveways allow unrestricted turning-movements for both ingress and egress traffic. Although all three driveways could potentially serve the proposed use, due to the layout of the shopping center/industrial park and the location of the project site within the center/park, it is expected that a significant majority of site trips will utilize the easternmost driveway along S Fir Street.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.



Figure 1 – Aerial Photo of Site Vicinity (Image from Google Maps)

## ***Site Trips***

### ***Trip Generation***

To estimate the number of trips that will be generated by the proposed development, trip rates from the *Trip Generation Manual*<sup>1</sup> were used. Data from land-use code 140, *Manufacturing*, was used to estimate site trip generation based on the square footage of the gross building floor area.

The trip generation calculations show that the proposed development is projected to generate 4 morning peak hour trips, 4 evening peak hour trips, and 26 average weekday trips. The trip generation estimates of the proposed development are summarized in Table 2. Detailed trip generation calculations are included as an attachment to this letter.

---

<sup>1</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017.



**Table 2: Proposed Development Trip Generation Summary**

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday
			Enter	Exit	Total	Enter	Exit	Total	Total
Manufacturing	140	6,580 sf	3	1	4	1	3	4	26

### ***Trip Distribution***

The directional distribution of site trips to/from the proposed development was estimated based on the locations of likely trip destinations and the locations of major transportation facilities in the site vicinity. In addition, based on the location of the project site within the existing shopping center/industrial park, it is assumed that a significant majority of site trips will utilize the easternmost driveway along S Fir Street, and will nominally impact the westernmost driveway along S Fir Street and the driveway along Molalla Avenue. It is estimated that approximately 50 percent of site trips will travel to/from the west along S Fir Street while approximately 50 percent of site trips will travel to/from the east. This can be equated to 2 morning and evening peak hour trips traveling to/from the west along S Fir Street, and 2 morning and evening peak hour trips traveling to/from the east.

### ***Safety Analysis***

#### ***Crash Data Analysis***

Using data obtained from ODOT's Crash Analysis and Reporting Unit, a review was performed for the most recent five years of available crash data (January 2012 through December 2016) at the intersection of S Fir Street at Molalla Avenue, as well as along the roadway of S Fir Street from Molalla Avenue to S Beaver Creek Road (excluding crashes at the intersections with Molalla Avenue and S Beaver Creek Road). The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions.

The intersection of S Fir Street at Molalla Avenue had four reported collisions during the analysis period. Three crashes were rear-end collisions: one was classified as "Property Damage Only" (*PDO*), and the other two were classified as "Possible Injury – Complaint of Pain" (*Injury C*). One crash was an angle collision and was classified as *PDO*.

The roadway segment of S Fir Street between Molalla Avenue and S Beaver Creek Road had six reported collisions during the analysis period. Four of the crashes occurred along driveway intersections along S Fir Street, all of which were turning-movement collisions classified as *PDO*. The other two reported collisions



George Lizer  
March 8, 2019  
Page 5 of 5

were unrelated to a specific driveway intersection: one of the crashes was a backing collision classified as *Injury C* while the other was a rear-end collision classified as *Injury C*.

Due to the low number of crashes and the low severity of collisions near the project site, no specific safety mitigation is necessary or recommended as part of the proposed development.

### ***Sight Distance Analysis***

Sight distance was examined for the easternmost existing driveway intersection along S Fir Street. Sight distance was measured and evaluated in accordance with standards established in *A Policy on Geometric Design of Highways and Streets*<sup>2</sup>. According to AASHTO, the driver's eye is assumed to be within the side-street approach, 3.5 feet above the pavement at a position of 15 feet behind the near edge of the traveled way. Measurements are taken to a position within the approaching travel lanes 3.5 feet above the pavement on the major-street.

Based on a posted speed of 25 mph along S Fir Street, the minimum recommended intersection sight distance for maintaining relatively uninterrupted traffic flow along the roadway is 280 feet to the east and west. Provided any on-street parked vehicles are relocated outside of the intersection sight triangles, sight distances were measured to be in excess of 300 feet to the east and west of the intersection.

### ***Conclusions***

The projected impacts of the proposed development to the existing transportation system within the site vicinity are expected to be minimal. The new site trips are not expected to significantly alter the operation or safety of the existing transportation facilities. Additionally, the nearby vicinity roadways and intersections are expected to operate safely.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.

Sincerely,



Melissa Webb, PE  
Transportation Analyst

---

<sup>2</sup> American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6<sup>th</sup> Edition, 2011.



ZONE 3 SITE DATA:

ZONING DESIGNATION:	GI - GENERAL INDUSTRIAL
SITE AREA	152,400 SF
LANDSCAPING REQUIRED FOR 15% =	22,860 SF
(E) LANDSCAPING:	14,110 SF
CURB REMOVAL ADD LANDSCAPING	3,360 SF
GREEN ROOF	5,400 SF
LANDSCAPING TOTAL:	22,870 SF = 15.0%

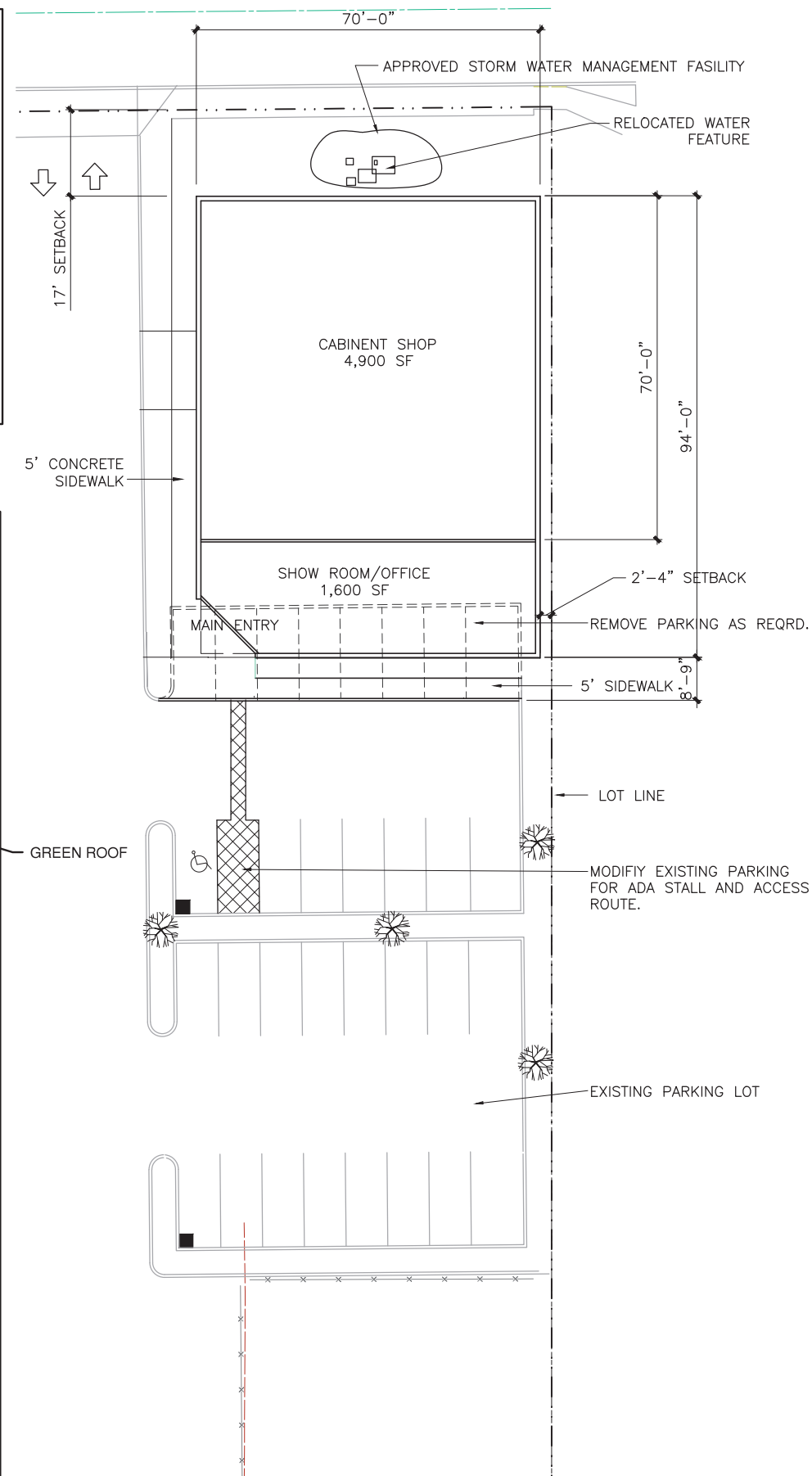
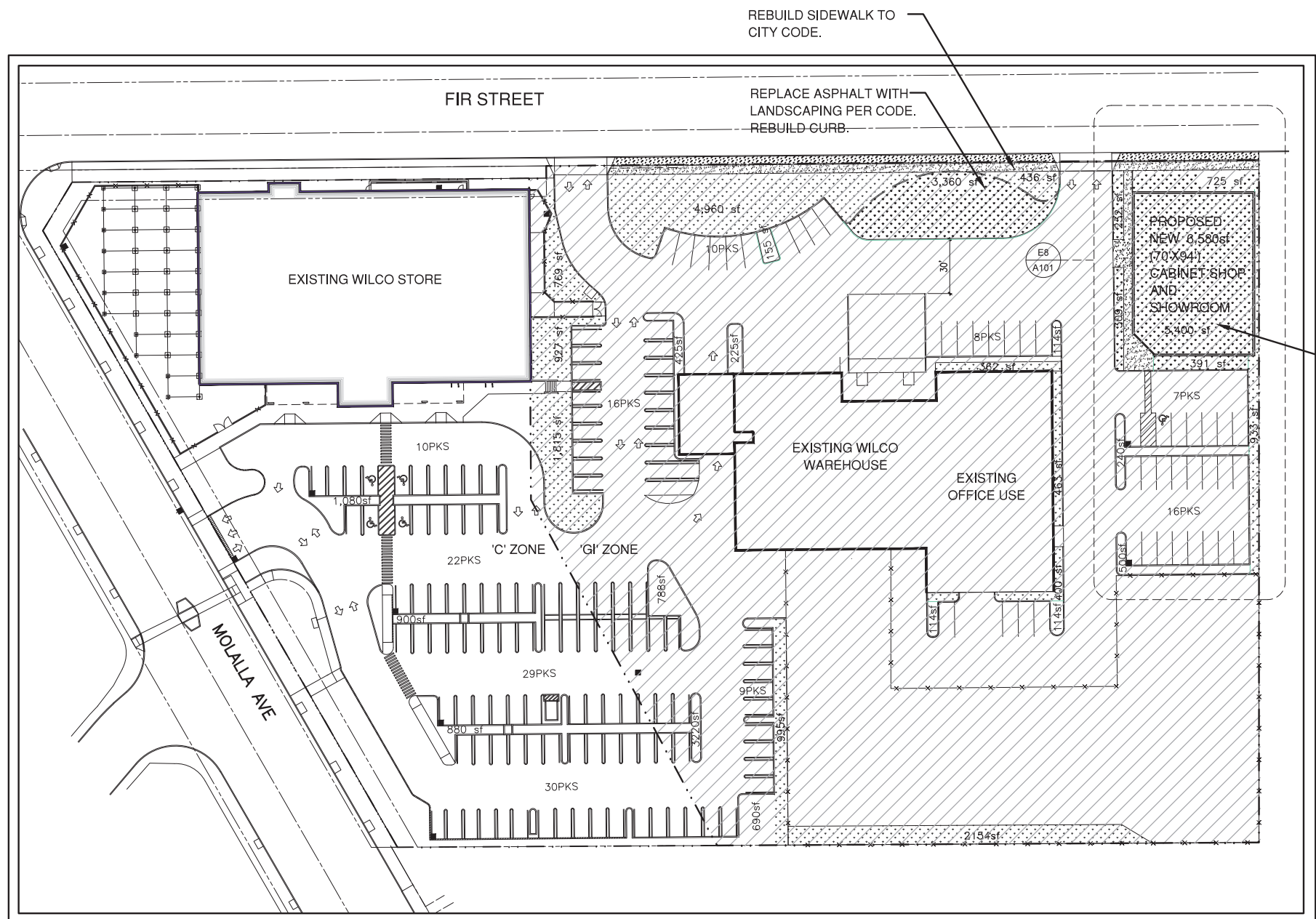
PARKING ISLANDS @ GI ZONE  
(NOT USED IN ABOVE CALCS)

3,687 SF

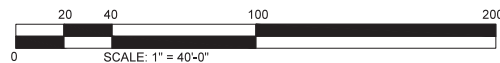
OVERALL SITE DATA:

WILCO RETAIL AREA:	21,320 SF
WILCO WAREHOUSE AREA:	13,000 SF
OFFICE AREA:	6,300 SF
NEW MANF./LITE INDUSTRIAL.:	6,500 SF
NEW SHOWROOM/OFFICE:	1,600 SF
TOTAL NEW BLDG AREA:	8,100 SF
(INCLUDES 1,600SF MEZZ.)	
WILCO RETAIL OCCUPANCY	M
WILCO WAREHOUSE OCC.	S-1
OFFICE USE OCC:	B
MANUFACTURING OCC:	F-1 (LIGHT INDUSTRIAL)
ZONING	GI / C
PARKING REQUIRED/1000 SF	MIN MAX
RETAIL	4.1 5
STORAGE WAREHOUSE	.3 .4
OFFICE	2.7 3.3
LIGHT INDUSTRIAL/MANF:	1.6 1.7

NEW BUILDING PARKING REQUIRED:	MIN	MAX
LIGHT INDUSTRIAL/MANF:	10	10
SHOWROOM/OFFICE:	5	8
TOTAL PARKING REQUIRED:		
EXISTING BUILDINGS:		
RETAIL	87	106
WILCO WH	4	5
OFFICE	17	21
TOTAL PARKING REQUIRED:	123	150
CURRENT PARKING PROVIDED:	159	
CURRENT BIKE PARKING	8	



H1 OVERALL SITE PLAN  
SCALE: 1" = 40'-0"



E8 ENLARGED SITE PLAN  
SCALE: 1" = 16'-0"





## TRIP GENERATION CALCULATIONS

*Land Use:* Manufacturing

*Land Use Code:* 140

*Variable:* 1,000 Square Feet

*Variable Quantity:* 6.58

### AM PEAK HOUR

*Trip Rate:* 0.62

	Enter	Exit	Total
Directional Distribution	77%	23%	
Trip Ends	3	1	4

### PM PEAK HOUR

*Trip Rate:* 0.67

	Enter	Exit	Total
Directional Distribution	31%	69%	
Trip Ends	1	3	4

### WEEKDAY

*Trip Rate:* 3.93

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	13	13	26

### SATURDAY

*Trip Rate:* 6.42

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	21	21	42

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

1 - 4 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE		
INVEST	E	A	U	C	O	DAY	FIRST STREET	(MEDIAN)	TRAF-	RNDBT	SURF	COLL	OWNER	TRLR QTY	FROM									
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	TRAF-	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC		
UNLOC?	D	C	S	L	K	LAT	LONG	(#LANES)	CONTL															
01491	N	N	N			03/11/2015	16 S BEAVERCREEK RD	CROSS	N	N	CLR	S-1STOP	01 NONE	0	STRGHT									
NONE						WE	0		FIR ST	SE		TRF SIGNAL	N	DRY	REAR	PRVTE	SE-NW				000	00		
N						11A		06	0	N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	00	F	OR-Y	026	000	29
N						45 19 57.32	-122 34 44.74														OR<25			
													02 NONE	0	STOP									
													PRVTE		SE-NW							011	00	
													PSNGR	CAR		01	DRVR	INJC	66	F	OR-Y	000	000	00
																					OR<25			
04635	N	N	N			12/02/2012	16 S BEAVERCREEK RD	CROSS	N	N	RAIN	ANGL-STP	01 NONE	0	TURN-L									
NONE						SU	0		FIR ST	S		L-GRN-SIG	N	WET	TURN	PRVTE	E -S				000	00		
N						12A		06	0	N	DLIT	INJ	PSNGR	CAR		01	DRVR	INJC	47	F	OR-Y	002	000	08
N						45 19 57.1826002	-122 34 44.724334														OR<25			
													02 NONE	0	STOP									
													PRVTE		S -N							012	00	
													PSNGR	CAR		01	DRVR	INJB	18	M	OR-Y	000	000	00
																					OR<25			
04684	N	N	N	N	N	05/08/2012	16 S BEAVERCREEK RD	CROSS	N	N	CLR	S-1STOP	01 NONE	0	STRGHT									
CITY						TU	0		FIR ST	W		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E				000	00		
N						3P		06	0	N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	19	M	SUSP	016,043,026	038	27,07
N						45 19 57.1826002	-122 34 44.724334														OR<25			
													02 NONE	0	STOP									
													PRVTE		W -E							011	00	
													PSNGR	CAR		01	DRVR	INJC	45	M	OR-Y	000	000	00
																					OR<25			
													02 NONE	0	STOP									
													PRVTE		W -E							011	00	
													PSNGR	CAR		02	PSNG	NO<5	01	F		000	000	00
01899	N	N	N			05/31/2013	16 S BEAVERCREEK RD	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	0	STRGHT									
CITY						FR	0		FIR ST	W		TRF SIGNAL	N	DRY	TURN	PRVTE	E -W				000	00		
N						10A		05	0	N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	22	M	OR-Y	000	000	00
N						45 19 57.3182399	-122 34 44.7395519														OR<25			
													02 NONE	0	U-TURN									
													PRVTE		W -W							000	00	
													PSNGR	CAR		01	DRVR	NONE	69	M	OR-Y	028,004	000	02,08
																					OR<25			
03168	N	N	N	N	N	08/26/2013	16 S BEAVERCREEK RD	CROSS	N	N	CLR	S-1STOP	01 NONE	0	STRGHT									
CITY						MO	0		FIR ST	W		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E				000	00		
N						5P		06	0	N	DAY	INJ	PSNGR	CAR		01	DRVR	INJC	51	F	OR-Y	016,026	038	27,07
N						45 19 57.3182399	-122 34 44.7395519														OR<25			

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.





OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

8 - 10 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE								
INVEST	E	A	U	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	OWNER	FROM	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE		
UNLOC?	D	C	S	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
															02	NONE	0	STOP											
															PRVTE	W -E											011	013	00
															PSNGR	CAR		02	PSNG	INJC	24	M			000		000		00
															02	NONE	0	STOP									011	013	00
															PRVTE	W -E											000		00
															PSNGR	CAR		03	PSNG	INJC	21	M			000		000		00
															02	NONE	0	STOP									011	013	00
															PRVTE	W -E											000		00
															PSNGR	CAR		04	PSNG	INJC	18	F			000		000		00
															03	NONE	0	STOP									022	013	00
															PRVTE	W -E											000		00
															PSNGR	CAR		01	DRVR	NONE	86	F	OR-Y		000		000		00
															03	NONE	0	STOP									022	013	00
															PRVTE	W -E											000		00
															PSNGR	CAR		02	PSNG	INJC	65	M			000		000		00
															04	NONE	0	STOP									022		00
															PRVTE	W -E											000		00
															PSNGR	CAR		01	DRVR	NONE	54	M	OR-Y		000		000		00
01816	N	N	N			05/16/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0	STRGHT											02
NO RPT						WE	0	FIR ST	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	W -E											000		00
N						3P			03	0		N	DAY	INJ	PSNGR	CAR			01	DRVR	INJB	21	M	OR-Y		000		000	00
N						45 19	-122 34																						
						57.1826002	44.724334																						
															02	NONE	0	TURN-L									000		00
															PRVTE	E -S											000		02
															PSNGR	CAR			01	DRVR	NONE	58	M	OR-Y		028,008		000	
03371	N	N	N			09/10/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-OTHER	01	NONE	0	TURN-R											08,14
NONE						MO	0	FIR ST	CN		R-GRN-SIG	N	DRY	TURN	PRVTE	S -E											000		00
N						7P			04	0		N	DAY	PDO	PSNGR	CAR			01	DRVR	NONE	19	M	OR-Y		003,006		000	08,14
N						45 19	-122 34																						
						57.1826002	44.724334																						
															02	NONE	0	TURN-R									000		00
															PRVTE	S -E											000		00
															PSNGR	CAR			01	DRVR	NONE	52	F	OR-Y		000		000	00
03760	N	N	N			10/04/2013	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0	STRGHT											04
CITY						FR	0	FIR ST	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	W -E											000		00
N						2P			03	0		N	DAY	INJ	PSNGR	CAR			01	DRVR	INJC	29	M	OR-Y		020		000	04
N						45 19	-122 34																						
						57.3182399	44.7395519																						

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CITY OF OREGON CITY, CLACKAMAS COUNTY

**FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016**  
11 - 14 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE							
INVEST	E	A	U	C	O	DAY	FIRST STREET	(MEDIAN)					TRLR QTY															
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM														
UNLOC?	D	C	S	L	K	LAT	LONG	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE		
													01	NONE	0	STRGHT												
													PRVTE		W -E									000	000	00		
													PSNGR	CAR			01	PSNG	NO<5	01	M			000	000	00		
													02	NONE	0	TURN-L												
													PRVTE		E -S									000	000	00		
													PSNGR	CAR			01	DRVR	INJC	37	M	OR-Y		000	000	00		
																					OR<25							
04776	N	N	N	N	N	12/12/2013	16	S BEAVERCREEK RD	INTER	3-LEG	N	N	CLD	O-OTHER	01	NONE	0	TURN-L								08		
CITY						TH	0	FIR ST	CN			TRF SIGNAL	N	WET	TURN	PRVTE		N -E							018	00		
N						3P			04	0		Y	DAY	PDO	PSNGR	CAR			01	DRVR	NONE	21	F	OR-Y		001	000	08
N						45 19	-122 34																	OR<25				
						57.3182399	44.7395519																					
													02	NONE	1	TURN-R									000	000	00	
													PRVTE		S -E										000	000	00	
													PSNGR	CAR			01	DRVR	NONE	62	M	OR-Y		000	000	00		
																					OR<25							
02184	N	N	N	N	N	05/31/2014	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0	STRGHT								04		
CITY						SA	0	FIR ST	CN			L-GRN-SIG	N	DRY	TURN	PRVTE		W -E							001	00		
N						12P			03	0		N	DAY	FAT	MTRCYCLE				01	DRVR	KILL	45	M	OR-Y		020	000	04
N						45 19	-122 34																	OR<25				
						57.3182759	44.7395519																					
													02	NONE	0	TURN-L									000	000	00	
													PRVTE		E -S										000	000	00	
													PSNGR	CAR			01	DRVR	NONE	39	F	OR-Y		000	000	00		
																					OR<25							
02787	N	N	N			07/19/2014	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	0	STRGHT								04		
NONE						SA	0	FIR ST	CN			TRF SIGNAL	N	DRY	ANGL	PRVTE		E -W							000	00		
N						1P			02	0		N	DAY	PDO	PSNGR	CAR			01	DRVR	NONE	00	F	OR-Y		000	000	00
N						45 19 57.32	-122 34																	OR<25				
						44.74																						
													02	NONE	0	STRGHT									000	00		
													PRVTE		S -N										000	00		
													PSNGR	CAR			01	DRVR	NONE	60	M	OR-Y		020	000	04		
																					OR<25							
05269	N	N	N			12/28/2014	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0	STRGHT								02		
NO RPT						SU	0	FIR ST	CN			TRF SIGNAL	N	DRY	TURN	PRVTE		W -E							000	00		
N						12P			03	0		N	DAY	INJ	PSNGR	CAR			01	DRVR	NONE	21	F	OR-Y		000	000	00
N						45 19 57.32	-122 34																	OR<25				
						44.74																						
													02	NONE	0	TURN-L									000	00		
													PRVTE		E -S										000	00		
													PSNGR	CAR			01	DRVR	INJB	27	F	OR-Y		028,004	000	02		
																					OR<25							

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CITY OF OREGON CITY, CLACKAMAS COUNTY

**FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016**  
15 - 18 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRLR	QTY	MOVE	OWNER	FROM	P#	TYPE	SVRTY	E	X	RES	PED	LOC	ERROR	ACT	EVENT	CAUSE
INVEST	E	A	U	C	O	DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO
UNLOC?	D	C	S	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY      **FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016**  
19 - 22      of      29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE							
INVEST	E	A	U	C	O	DAY	FIRST STREET	(MEDIAN)					TRLR	QTY														
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM														
UNLOC?	D	C	S	L	K	LAT	LONG	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE		
													02	NONE	9	STOP												
													N/A		N -S													
													PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000		011		00	
																								000		00		
02683	N	N	N			07/03/2015	17	FIR ST	ALLEY		N	CLR	ANGL-OTH	01	NONE	0	STRGHT										02	
NONE						FR	365	S BEAVERCREEK RD	S	(NONE)	UNKNOWN	DRY	TURN	PRVTE		S -N										000		00
N						10A			08			DAY	PDO	PSNGR	CAR		01	DRVR	NONE	59	M	OR-Y		000		000		00
N						45 19 54.01	-122 34 43.93	(02)																				
													02	NONE	0	TURN-L												
													PRVTE		E -S												00	
													PSNGR	CAR		01	DRVR	NONE	00	F	OR-Y		028		018		02	
05108	N	N	N			11/15/2013	19	FIR ST	INTER	3-LEG	N	CLR	S-1STOP	01	NONE	0	STRGHT										07	
NONE						FR	0	MOLALLA AVE	E		STOP SIGN	DRY	REAR	PRVTE		E -W										000		00
N						12P			06	0		DAY	INJ	PSNGR	CAR		01	DRVR	NONE	80	F	OR-Y		026		000		07
N						45 19 43.7145599	-122 35 3.4652759																					
													02	NONE	0	STOP											00	
													PRVTE		E -W												00	
													PSNGR	CAR		01	DRVR	INJC	43	M	OR-Y		000		011		00	
00279	Y	N	N	N	N	01/21/2012	16	FIR ST	INTER	3-LEG	N	CLD	S-1STOP	01	NONE	0	STRGHT										013	27,07,01
CITY						SA	0	MOLALLA AVE	SE		UNKNOWN	WET	REAR	PRVTE		SE-NW										000		00
N						4P			06	0		DAY	INJ	PSNGR	CAR		01	DRVR	NONE	24	F	OR-Y		047,043,026	038		27,07,01	
N						45 19 43.9126217	-122 35 3.6335684																					
													02	NONE	0	STOP												
													PRVTE		SE-NW												00	
													PSNGR	CAR		01	DRVR	INJC	64	F	OR-Y		000		011	013		00
																											00	
													02	NONE	0	STOP											00	
													PRVTE		SE-NW												00	
													PSNGR	CAR		02	PSNG	INJC	63	M			000		011	013		00
													03	NONE	0	STOP											00	
													PRVTE		SE-NW												00	
													PSNGR	CAR		01	DRVR	NONE	65	M	OR-Y		000		022		00	
01154	N	N	N			03/07/2016	16	FIR ST	INTER	3-LEG	N	CLR	S-1STOP	01	NONE	9	STRGHT										29	
NONE						MO	0	MOLALLA AVE	SE		UNKNOWN	DRY	REAR	N/A		SE-NW										000		00
N						UNK			06	0		DAY	PDO	UNKNOWN													00	
N						45 19 43.71	-122 35 3.47																				00	

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

23 - 26 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE							
INVEST	E	A	U	C	O	DAY	FIRST STREET	(MEDIAN)	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	LOC								
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE		
UNLOC?	D	C	S	L	K	LAT	LONG	LOCTN	(#LANES)																			
													02 NONE	9	STOP													
													N/A		SE-NW									011	00			
													PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00			
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						58.12																						

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

27 - 29 of 29 Crash records shown.

SER#	S D					CLASS	CITY STREET	INT-TYPE					SPCL USE															
INVEST	E	A	U	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE											
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED						
UNLOC?	D	C	S	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
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03399	N	N	N			09/13/2013	19	FIR ST	STRGHT		N	N	CLR	O-1STOP	01	NONE	0	BACK										10
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00869	N	N	N	N	N	03/08/2012	16	FIR ST	STRGHT		N	N	CLR	S-1STOP	01	AMBLN	0	STRGHT								013	27,07	
CITY						TH	100	MOLALLA AVE	NW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE		SE-NW									000	00	
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**REPLINGER & ASSOCIATES LLC**  
TRANSPORTATION ENGINEERING

May 27, 2019

Ms. Diliانا Vassileva  
City of Oregon City  
PO Box 3040  
Oregon City, OR 97045

**SUBJECT:            REVIEW OF TRANSPORTATION ANALYSIS LETTER – PRECISION  
                         CABINETS – SP19-25**

Dear Ms. Vassileva:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted in support of the proposed Precision Cabinets manufacturing facility and showroom. The proposed building is approximately 6580 square feet.

The site is located at 19224 Molalla Avenue. The proposed building will occupy an unused portion of the development located in the southeast quadrant of the intersection of Molalla Avenue and Fir Street; the major use of the parcel is the Wilco Farm Store. The Precision Cabinets building is to be constructed in the far northeast part of the site adjacent to the east driveway to Fir Street.

The TAL, dated March 8, 2019, was prepared under the direction of William Farley, PE of Lancaster Engineering.

**Overall**

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed building.

**Comments**

- 1. *Trip Generation.*** The TAL presents information on trip generation from the construction of a manufacturing facility. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual* using the manufacturing facility (ITE land use code 140). The building is calculated to produce 4 AM peak hour trips; 4 PM peak hour trips; and 26 weekday trips.
- 2. *Access Locations.*** Access for the complex where the building will be located includes driveways to Molalla Avenue and to Fir Street. The main access to the site is on Molalla Avenue; two accesses are available on Fir Street. No access locations would be changed

by the addition of the Precision Cabinets building. It is predicted that the traffic generated by the Precision Cabinet building would primarily be via the easterly driveway to Fir Street.

- 3. Driveway Width.** No change to driveway width or location is proposed.
- 4. Intersection Spacing.** The proposal does not create new intersections.
- 5. Sight Distance.** The engineer measured sight distance along Fir Street at the east driveway. Available sight distance at this location exceeds 300 feet, which is in excess of the distance associated with the 25-mph posted speed of Fir Street. Sight distance is adequate.
- 6. Safety Issues.** The TAL included a crash summary for the most recent five-year period (2012 – 2016). Four crashes were reported at the intersection of Molalla Avenue and Fir Street. Three were categorized as rear-end crashes. Six crashes were reported at various driveways along Fir Street between Molalla Avenue and Beavercreek Road. Crash rates are low with no need for further analysis or mitigation. There is no reason to expect the street or nearby intersections to be adversely affected by the development.
- 7. Consistency with the Transportation System Plan (TSP).** Based on the materials submitted it appears that the frontage is fully developed and meets city standards and is consistent with the TSP.

## Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the building can be assessed.

There are no transportation-related issues associated with this development proposal requiring mitigation.

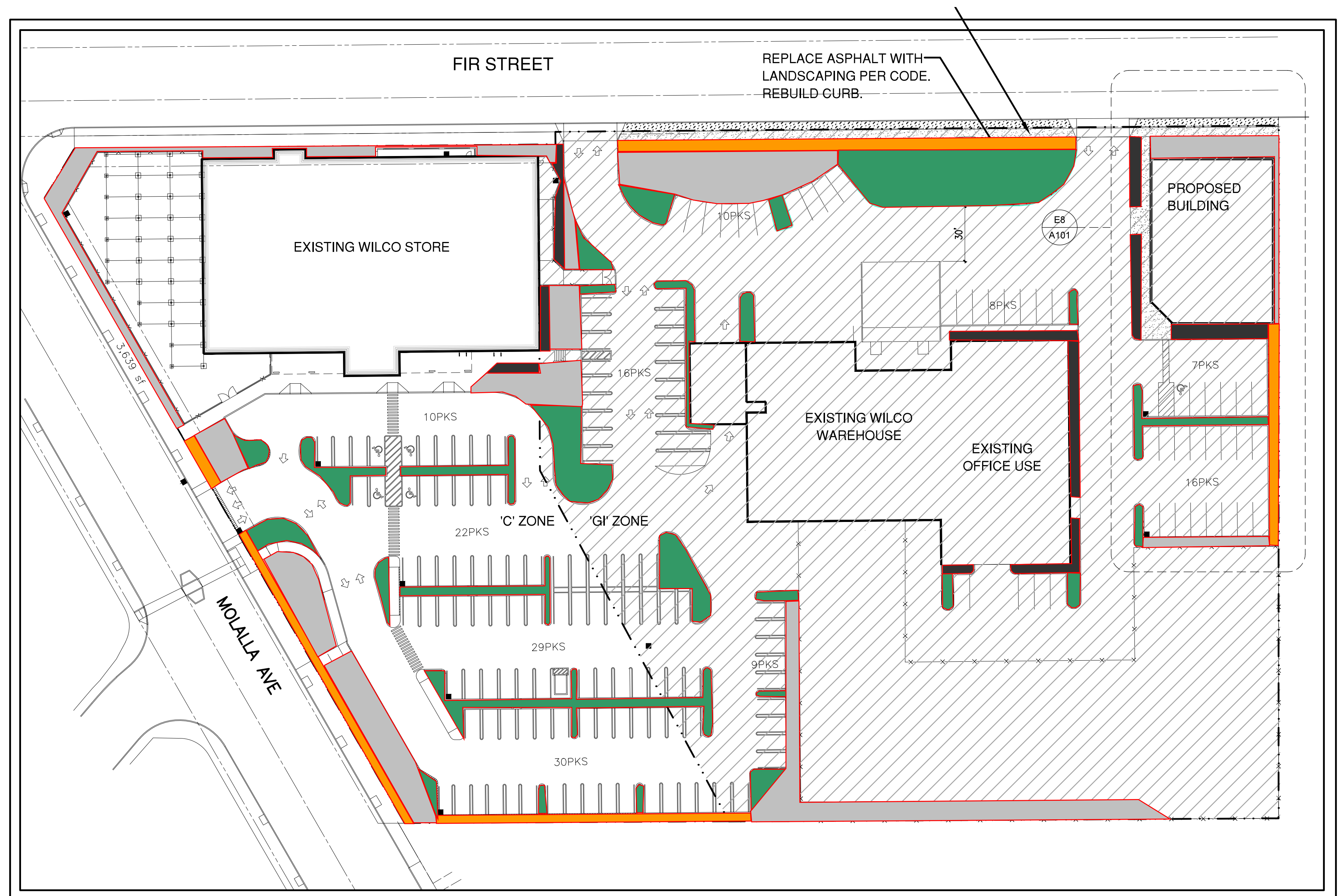
If you have any questions or need any further information concerning this review, please contact me at [replinger-associates@comcast.net](mailto:replinger-associates@comcast.net).

Sincerely,



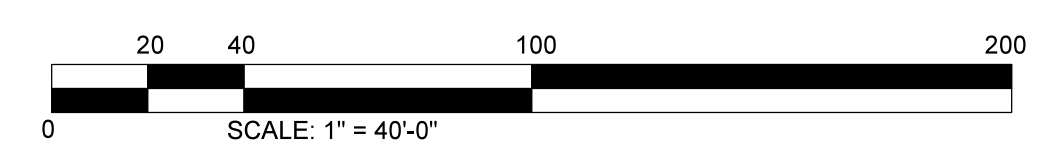
John Replinger, PE  
Principal





- Perimeter landscaping: Landscaping where parking lot abuts right-of-way or adjacent properties.
- Building buffer landscaping: Landscaping where parking lot abuts exterior wall of building.
- Interior parking lot landscaping: Landscaping located inside the surfaced area used for on-site parking and maneuvering.
- Other site landscaping: Landscaping that doesn't fit into any of the landscaping categories above.

**H1 OVERALL SITE PLAN**  
 SCALE: 1" = 40'-0"



**PRECISION CABINETS MANUFACTURING FACILITY**  
 19224 MOLALLA AVE OREGON CITY, OR 97045

DATE:  
 APP: 3-12-2019  
 REV 1 4-10-2019

CKD BY:  
 APM  
 SHEET:

**A1**



# City of Oregon City

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

## Staff Report

File Number: PC 19-059

**Agenda Date:** 6/10/2019

**Status:** Public Hearing

**To:** Planning Commission

**Agenda #:** 4b.

**From:** Planner Pete Walter

**File Type:** Land Use Item

### **SUBJECT:**

File LEG-18-0001: City Commission Request for Additional Planning Commission Review of Certain Code Amendments

### **RECOMMENDED ACTION (Motion):**

Discussion and direction.

### **BACKGROUND:**

The City Commission is in the final stages of reviewing a handfull of outstanding proposed Equitable Housing and Other Code Amendments. The Planning Commission originally recommended approval of the code amendments in late 2018. On April 3, the City Commission requested that staff bring back four items to the Planning Commission for further review and direction.

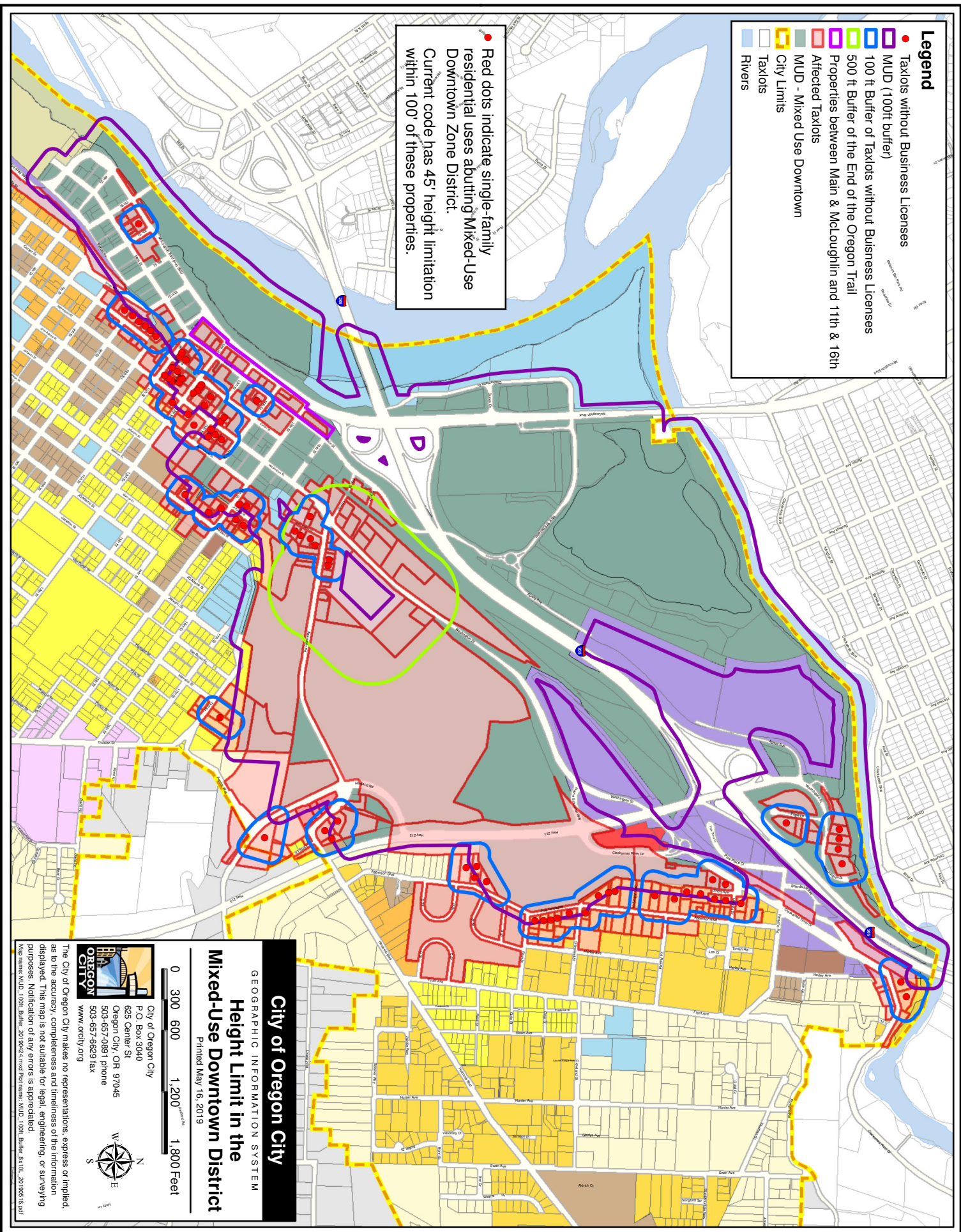
The final item, Height Limits in the Mixed Use Downtown Zone District, was continued from the Planning Commission hearing of April 22, 2019 due to lack of time.

Staff will provide a presentation followed by discussion.

#### Amending the 75' height limit in the Mixed-Use Downtown District.

The City Commission and Planning Commission will hold a joint worksession to discuss this item. Planning Commission originally recommended to keep the majority of the current height restrictions for the MUD zone with one minor amendment.





# Legend

- Taxiots without Business Licenses
- MUD (100ft buffer)
- 100 ft Buffer of Taxiots without Business Licenses
- 100 ft Buffer of Taxiots with Business Licenses
- 500 ft Buffer of the End of the Oregon Trail
- Properties between Main & McLoughlin and 11th & 16th
- Affected Taxiots
- MUD - Mixed Use Downtown
- City Limits
- Taxiots
- Rivers

Red dots indicate single-family residential uses abutting Mixed-Use Downtown Zone District. Current code has 45' height limitation within 100' of these properties.

## City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

### Height Limit in the

### Mixed-Use Downtown District

Printed May 16, 2019

0 300 600 1,200 1,800 Feet



City of Oregon City  
P.O. Box 3040  
625 Center St  
Oregon City, OR 97045  
503-657-0891 phone  
503-657-6829 fax  
www.orcity.org



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.  
Map name: MUD\_100ft\_Buffer\_20190424.mxd Print name: MUD\_100ft\_Buffer\_0410\_20190516.pdf

## **Oregon City Municipal Code**

### **Chapter 17.34 MUD Mixed Use Downtown District**

*Deletions shown with ~~strikeouts~~, additions and new standards shown with underline, relative to existing standards. Changes from the last set of proposed code amendments are shown in red.*

#### **17.34.010 - Designated.**

The mixed-use downtown (MUD) district is designed to apply within the traditional downtown core along Main Street and includes the "north-end" area, generally between 5th Street and Abernethy Street, and some of the area bordering McLoughlin Boulevard. Land uses are characterized by high-volume establishments constructed at the human scale such as retail, service, office, multi-family residential, lodging or similar as defined by the community development director. A mix of high-density residential, office and retail uses are encouraged in this district, with retail and service uses on the ground floor and office and residential uses on the upper floors. The emphasis is on those uses that encourage pedestrian and transit use. This district includes a Downtown Design District overlay for the historic downtown area. Retail and service uses on the ground floor and office and residential uses on the upper floors are encouraged in this district. The design standards for this sub-district require a continuous storefront façade featuring streetscape amenities to enhance the active and attractive pedestrian environment.

#### **17.34.020 - Permitted uses.**

Permitted uses in the MUD district are defined as:

~~A. Any use permitted in the mixed-use corridor without a size limitation, unless otherwise restricted in Sections 17.34.020, 17.34.030 or 17.34.040;~~

A. Banquet, conference facilities and meeting rooms;

B. Bed and breakfast/boarding houses, hotels, motels, and other lodging facilities;

C. Child care centers and/or nursery schools;

D. Indoor entertainment centers and arcades;

E. Health and fitness clubs;

F. Medical and dental clinics, outpatient; infirmary services;

G. Museums, libraries and cultural facilities;

H. Offices, including finance, insurance, real estate and government;



- I. Outdoor markets, such as produce stands, craft markets and farmers markets that are operated on the weekends and after six p.m. during the weekday;
- J. Postal services;
- K. Parks, playgrounds, play fields and community or neighborhood centers;
- L. Repair shops, for radio and television, office equipment, bicycles, electronic equipment, shoes and small appliances and equipment;
- M. Multifamily and 3-4 plex residential;
- N. Restaurants, eating and drinking establishments without a drive through;
- O. Services, including personal, professional, educational and financial services; laundry and dry-cleaning;
- E. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores provided the maximum footprint of a freestanding building with a single store does not exceed sixty thousand square feet (a freestanding building over sixty thousand square feet is allowed as long as the building contains multiple stores);
- Q. Seasonal sales;
- R. Residential care facilities, Assisted living facilities; nursing homes and group homes for over fifteen patients licensed by the state;
- S. Studios and galleries, including dance, art, photography, music and other arts;
- T. Utilities: Basic and linear facilities, such as water, sewer, power, telephone, cable, electrical and natural gas lines, not including major facilities such as sewage and water treatment plants, pump stations, water tanks, telephone exchanges and cell towers;
- U. Veterinary clinics or pet hospitals, pet day care;
- V. Home occupations;
- W. Research and development activities;
- X. Temporary real estate offices in model dwellings located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- Y. Transportation facilities;
- Z. Live/work dwellings;
- AA. After-hours public parking;
- BB. Marinas;
- CC. Religious institutions;
- ~~E. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores provided the maximum footprint of a freestanding building with a single store does not exceed sixty thousand square feet (a freestanding building over sixty thousand square feet is allowed as long as the building contains multiple stores);~~
- ~~F. Live/work units.~~

#### 17.34.030 - Conditional uses.

The following uses are permitted in this district when authorized and in accordance with the process and standards contained in ~~Chapter~~ OCMC 17.56.

- A. ~~Ancillary drive-in or d~~Drive-through facilities;
- B. Emergency services;
- C. Hospitals;
- D. Outdoor markets that do not meet the criteria of OCMCSection 17.34.020.L;
- E. Parks, playgrounds, play fields and community or neighborhood centers;
- F. Parking structures and lots not in conjunction with a primary use on private property, excluding after-hours public parking;
- G. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies and specialty stores in a freestanding building with a single store exceeding a foot print of sixty thousand square feet;
- H. Public facilities such as sewage and water treatment plants, water towers and recycling and resource recovery centers;
- I. Public utilities and services such as pump stations and sub-stations;
- J. Distributing, wholesaling and warehousing;
- K. Gas stations;
- L. Public and or private educational or training facilities;
- M. Stadiums and arenas;
- N. Passenger terminals (water, auto, bus, train);
- O. Recycling center and/or solid waste facility-;
- P. Shelters, except within the Downtown Design District.

#### 17.34.040 - Prohibited uses.

The following uses are prohibited in the MUD district:

- A. Kennels;
- B. Outdoor storage and sales, not including outdoor markets allowed in OCMCSection 17.34.030;
- C. Self-service storage;
- D. Single-Family attached and detached ~~two-family~~ residential units and duplexes;
- E. Motor vehicle and recreational vehicle repair/service;
- F. Motor vehicle and recreational vehicle sales and incidental service;

- G. Heavy equipment service, repair, sales, storage or rental<sup>2</sup> (including but not limited to construction equipment and machinery and farming equipment);
- H. Marijuana production, processing, wholesaling, research, testing, and laboratories, ~~pursuant to Section 17.54.110;~~
- I. Mobile food carts, except with a special event permit;
- J. Shelters within the Downtown Design District.

#### 17.34.050 - Pre-existing industrial uses.

Tax lot 5400 located at Clackamas County Tax Assessors Map #22E20DD, Tax Lots 100 and two hundred located on Clackamas County Tax Assessors Map #22E30DD and Tax Lot 700 located on Clackamas County Tax Assessors Map #22E29CB have special provisions for industrial uses. These properties may maintain and expand their industrial uses on existing tax lots. A change in use is allowed as long as there is no greater impact on the area than the existing use.

#### 17.34.060 - Mixed-use downtown dimensional standards—For properties located outside of the downtown design district.

- A. Minimum lot area: None.
- B. Minimum floor area ratio: 0.30.
- C. Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.
- D. Maximum building height: Seventy-five feet, except for the following locations where the maximum building height shall be forty-five feet:
  - 1. Properties between Main Street and McLoughlin Boulevard and 11th and 16th streets;
  - 2. Property within five hundred feet of the End of the Oregon Trail Center property; ~~and~~
  - 3. Property ~~within one hundred feet of~~ abutting a single-family detached or attached units.
- E. Minimum required setbacks, if not abutting a residential zone: None.
- F. Minimum required interior side yard and rear yard setback if abutting a residential zone: Fifteen feet, plus one additional foot in yard setback for every two feet in height over thirty-five feet.
- G. Maximum Allowed Setbacks.
  - 1. Front yard: Twenty feet ~~provided the site plan and design review requirements of Section OCMC 17.62.055 are met.~~
  - 2. Interior side yard: No maximum.

3. Corner side yard abutting street: Twenty feet ~~provided the site plan and design review requirements of Section OCMC 17.62.055 are met.~~
4. Rear yard: No maximum.
5. Rear yard abutting street: Twenty feet ~~provided the site plan and design review requirements of Section OCMC 17.62.055 are met.~~
- H. Maximum site coverage including the building and parking lot: Ninety percent.
- I. Minimum landscape requirement (including parking lot): Ten percent.
- J. Residential minimum net density of 17.4 units per acre, except that no minimum net density shall apply to residential uses proposed above nonresidential uses in a vertical mixed-use configuration or to live/work dwellings.

17.34.070 - Mixed-use downtown dimensional standards—For properties located within the downtown design district.

- A. Minimum lot area: None.
- B. Minimum floor area ratio: 0.5.
- C. Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.
- D. Maximum building height: Fifty-eight feet.
- E. Minimum required setbacks, if not abutting a residential zone: None.
- F. Minimum required interior and rear yard setback if abutting a residential zone: Twenty feet, plus one foot additional yard setback for every three feet in building height over thirty-five feet.
- G. Maximum Allowed Setbacks.
  1. Front yard setback: Ten feet ~~provided the site plan and design review requirements of Section OCMC 17.62.055 are met.~~
  2. Interior side yard setback: No maximum.
  3. Corner side yard setback abutting street: Ten feet ~~provided the site plan and design review requirements of Section OCMC 17.62.055 are met.~~
  4. Rear yard setback: No maximum.
  5. Rear yard setback abutting street: Ten feet ~~provided the site plan and design review requirements of Section OCMC 17.62.055 are met.~~
- H. Maximum site coverage of the building and parking lot: ~~One hundred~~ 95 Ninety-five percent.
- I. ~~Minimum Landscape Requirement. Development within the downtown design district overlay is exempt from required landscaping standards in Section 17.62.050A.1. However, landscaping features or other amenities are required, which may be in the form of planters, hanging baskets and architectural features such as benches and water fountains that are supportive of the pedestrian environment. Where possible, landscaped areas are encouraged to facilitate continuity of landscape design. Street trees and parking lot trees are required and shall be provided per the~~



~~standards of Chapter 12.08 and Chapter 17.52.~~ Minimum landscape requirement (including parking lot): 5 percent.

J. Residential minimum net density of 17.4 units per acre, except that no minimum net density shall apply to residential uses proposed above nonresidential uses in a vertical mixed-use configuration or to live/work dwellings.

#### 17.34.080 - Explanation of certain standards.

##### A. Floor Area Ratio (FAR).

1. Purpose. Floor area ratios are a tool for regulating the intensity of development. Minimum FARs help to achieve more intensive forms of building development in areas appropriate for larger-scale buildings and higher residential densities.
2. Standards.
  - a. The minimum floor area ratios contained in ~~Sections~~ OCMC 17.34.060 and 17.34.070 apply to all non-residential and mixed-use building developments.
  - b. Required minimum FARs shall be calculated on a project-by-project basis and may include multiple contiguous blocks. In mixed-use developments, residential floor space will be included in the calculations of floor area ratio to determine conformance with minimum FARs.
  - c. An individual phase of a project shall be permitted to develop below the required minimum floor area ratio provided the applicant demonstrates, through covenants applied to the remainder of the site or project or through other binding legal mechanism, that the required density for the project will be achieved at project build out.

##### B. Building height.

1. Purpose.
  - a. The Masonic Hall is currently the tallest building in downtown Oregon City, with a height of fifty-eight feet measured from Main Street. The maximum building height limit of fifty-eight feet will ensure that no new building will be taller than the Masonic Hall.
  - b. A minimum two-story (twenty-five feet) building height is established for the Downtown Design District Overlay sub-district to ensure that the traditional building scale for the downtown area is maintained.



## Planning Commission Public Hearing 6.10.2019

### Amending the 75' height limit in the Mixed-Use Downtown District

This item, which is one of the final code amendment issues to be decided, was continued from the April 22, 2019 meeting due to lack of time. The following is a summary of discussion to date.

#### City Commission

- The City Commission requested that the Planning Commission review the original recommendation.
- Requires a Joint Work Session with City Commission so that issues can be more comprehensively discussed.

#### Background

- The Mixed-Use Downtown District (MUD) is generally located topographically on the bottom shelf of the City and includes separate height limitations within the Downtown Design District (between the Willamette Falls Legacy Site and 10<sup>th</sup> Street) and the remainder of the City. A map of the MUD locations outside of the Downtown Design District is attached.
- The MUD is included in a Regional Center which is envisioned to include denser development which meets the needs of our and nearby communities.
- The existing height limit is 75', except for the following which is limited to 45':
  - Properties between Main Street and McLoughlin Boulevard and 11th and 16th streets
  - Property within five hundred feet of the End of the Oregon Trail Center property
  - Property within 100' of a single-family detached or attached unit
- The existing height limitations result in inconsistent heights within a relatively small area. However, it is believed that the heights are limited in certain locations in order to protect views to the river from certain locations, the view from I-205 toward the End of the Oregon Trail (EOT) property, and land nearby existing homes.
- The City owns property at 12<sup>th</sup> and Main as well as the parking lot at 13<sup>th</sup> and Main which are affected by the reduced height.
- There is varying topography south of Main Street/McLoughlin/11th/16th streets which allows some properties to currently have views of the water/West Linn.
- There are locations which are zoned MUD but are currently used as residences, particularly on the southern side of the railroad. A map of properties without business licenses is attached but includes a margin of error by assuming that properties without a business license are residential. In addition, topographic cross sections are attached.

#### Planning Commission Recommendation

Amend the height limit in the Mixed Use Downtown District for properties located outside of the Downtown Design District. The maximum height is 75', except for the following which is limited to 45':

- Properties between Main Street and McLoughlin Boulevard and 11th and 16th streets
- Property within five hundred feet of the End of the Oregon Trail Center property
- Property ~~within 100' of~~ abutting a single-family detached or attached units

#### Planning Commission Comments

- Support for the reduced maximum height to retain a view from I-205 to the EOT.

- Support that properties abutting existing single-family homes should be limited in height, but that the height of properties not adjacent to residences do not need to have reduced height.
- Support for reduced maximum height between Main Street/McLoughlin/11<sup>th</sup>/16<sup>th</sup> streets in order to retain existing property values and visual corridors while transitioning height from McLoughlin. Some concern as to why only views in certain locations were preserved and for the desire to maximize densities along the highway in the Regional Center.

#### Public Comments

- Support of retaining the view of the EOT from I-205.
- Support and opposition regarding reducing the maximum height near single-family homes.
- Support and opposition regarding reducing the maximum height between Main Street/McLoughlin/11th/16th streets.
- Concern for views and property values.

#### Staff Comments

- Support of retaining the view of the EOT from I-205. The reduced maximum height limit of the properties which are within 500' of the EOT, but not located between the EOT and I-205 do not need to be reduced if the purpose is to preserve a view corridor only to I-205, however given some public concerns that the EOT is not adequately protected in the Municipal Code the Commission should consider discussing height limitations around the EOT as a part of the upcoming Comprehensive Plan Update.
- Staff suggests removing the reduced maximum height adjacent to existing single-family homes, which are a non-conforming use in the zoning designation, in order to maximize the Regional Center as well as provide consistency and ease of implementing regulations.
- Staff suggests removing the reduced maximum height between Main Street/McLoughlin/11th/16th streets in order to provide consistency, maximize densities along the highway in the Regional Center. it is likely that views of the water will not be feasible with a 45' tall buildings in these locations, some properties will lose their views towards the river and West Linn.

*Applicable Code Section as proposed: 17.34.060.D*

# Mixed Use Downtown Zone District Dimensional Standards

## **17.34.060 - Mixed-use downtown dimensional standards—For properties located outside of the downtown design district.**

A. Minimum lot area: None.

B. Minimum floor area ratio: 0.30.

C. Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.

D. Maximum building height: Seventy-five feet, except for the following locations where the maximum building height shall be forty-five feet:

- 1. Properties between Main Street and McLoughlin Boulevard and 11th and 16th streets;**
- 2. Property within five hundred feet of the End of the Oregon Trail Center property; and**
- 3. Property within one hundred feet of single-family detached or detached units.**

E. Minimum required setbacks, if not abutting a residential zone: None.

F. Minimum required interior side yard and rear yard setback if abutting a residential zone: Fifteen feet, plus one additional foot in yard setback for every two feet in height over thirty-five feet.

G. Maximum Allowed Setbacks.

1. Front yard: Twenty feet provided the site plan and design review requirements of [Section 17.62.055](#) are met.

2. Interior side yard: No maximum.

3. Corner side yard abutting street: Twenty feet provided the site plan and design review requirements of [Section 17.62.055](#) are met.

4. Rear yard: No maximum.

5. Rear yard abutting street: Twenty feet provided the site plan and design review requirements of [Section 17.62.055](#) are met.

H. Maximum site coverage including the building and parking lot: Ninety percent.

I. Minimum landscape requirement (including parking lot): Ten percent.

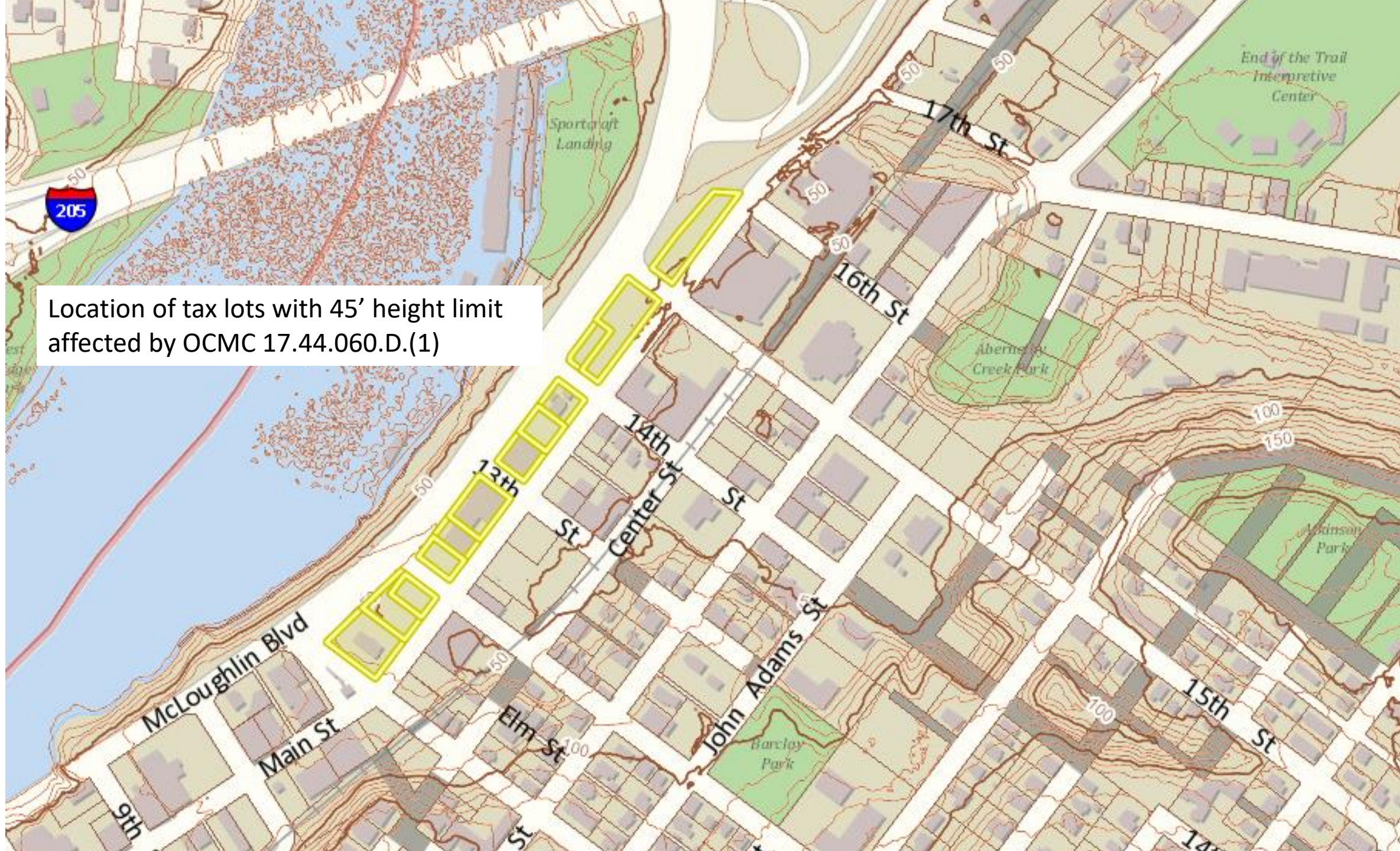


# Mixed Use Downtown - MUD Height Limits

- 45' Height limit for properties between Main Street and McLoughlin Boulevard and 11th and 16th streets







Location of tax lots with 45' height limit affected by OCMC 17.44.060.D.(1)



**1. Properties between Main Street and McLoughlin Boulevard and 11th and 16th streets;**





**1. Properties between Main Street and McLoughlin Boulevard and 11th and 16th streets;**



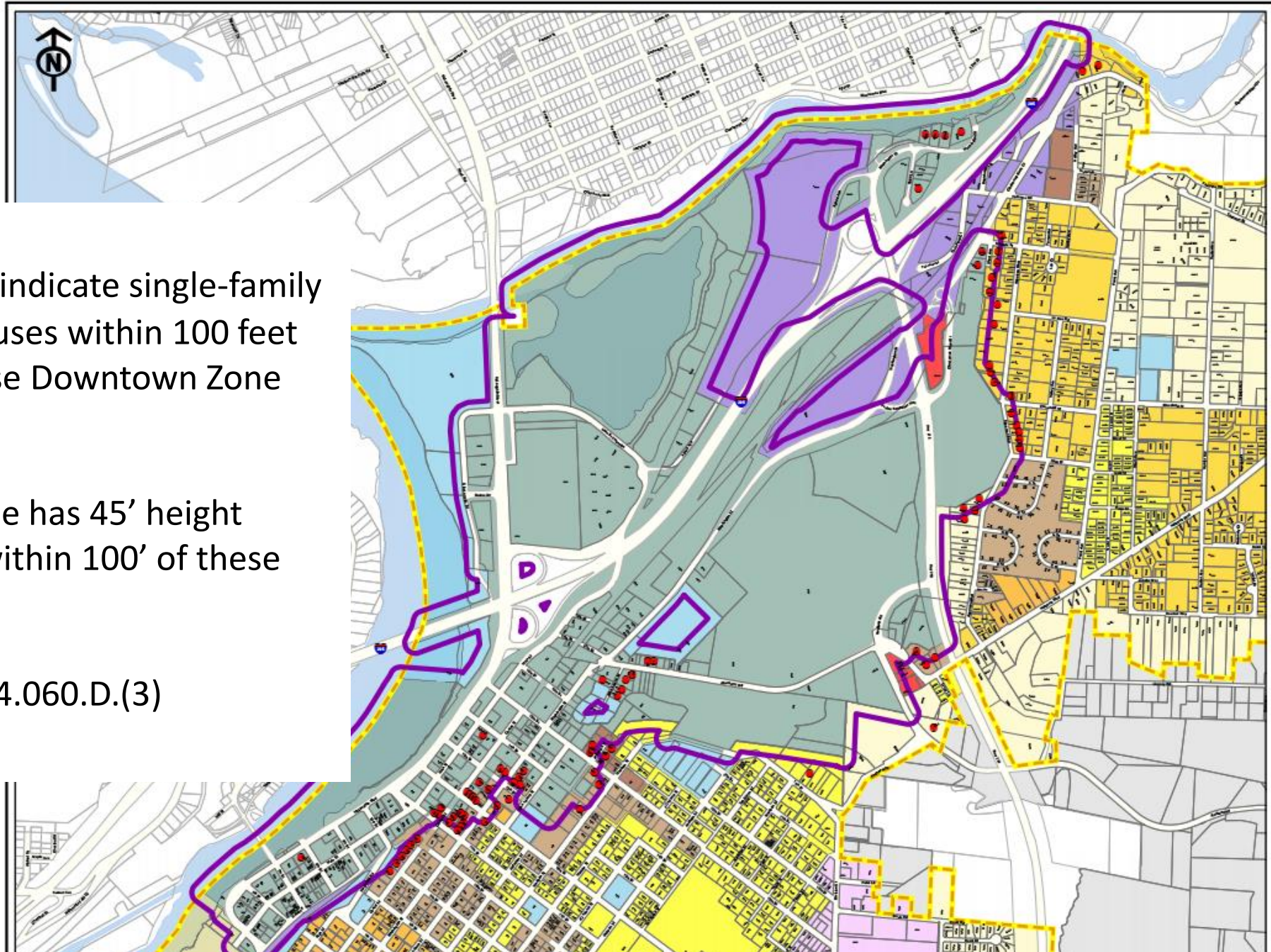


### 3. Property ~~with~~inabutting one hundred feet of single-family detached or detached units.

● Red dots indicate single-family residential uses within 100 feet of Mixed Use Downtown Zone District

Current code has 45' height limitation within 100' of these properties

OCMC 17.44.060.D.(3)

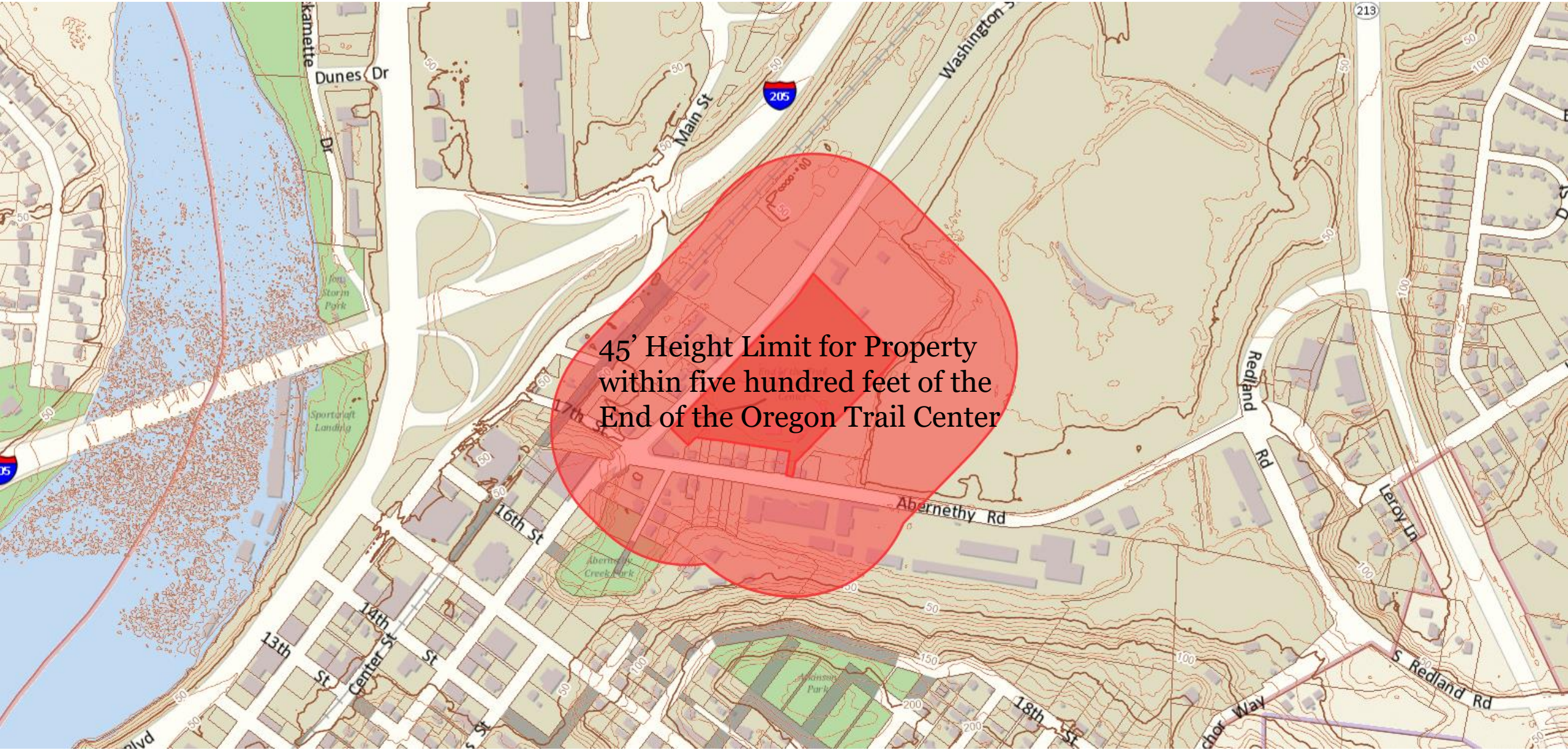








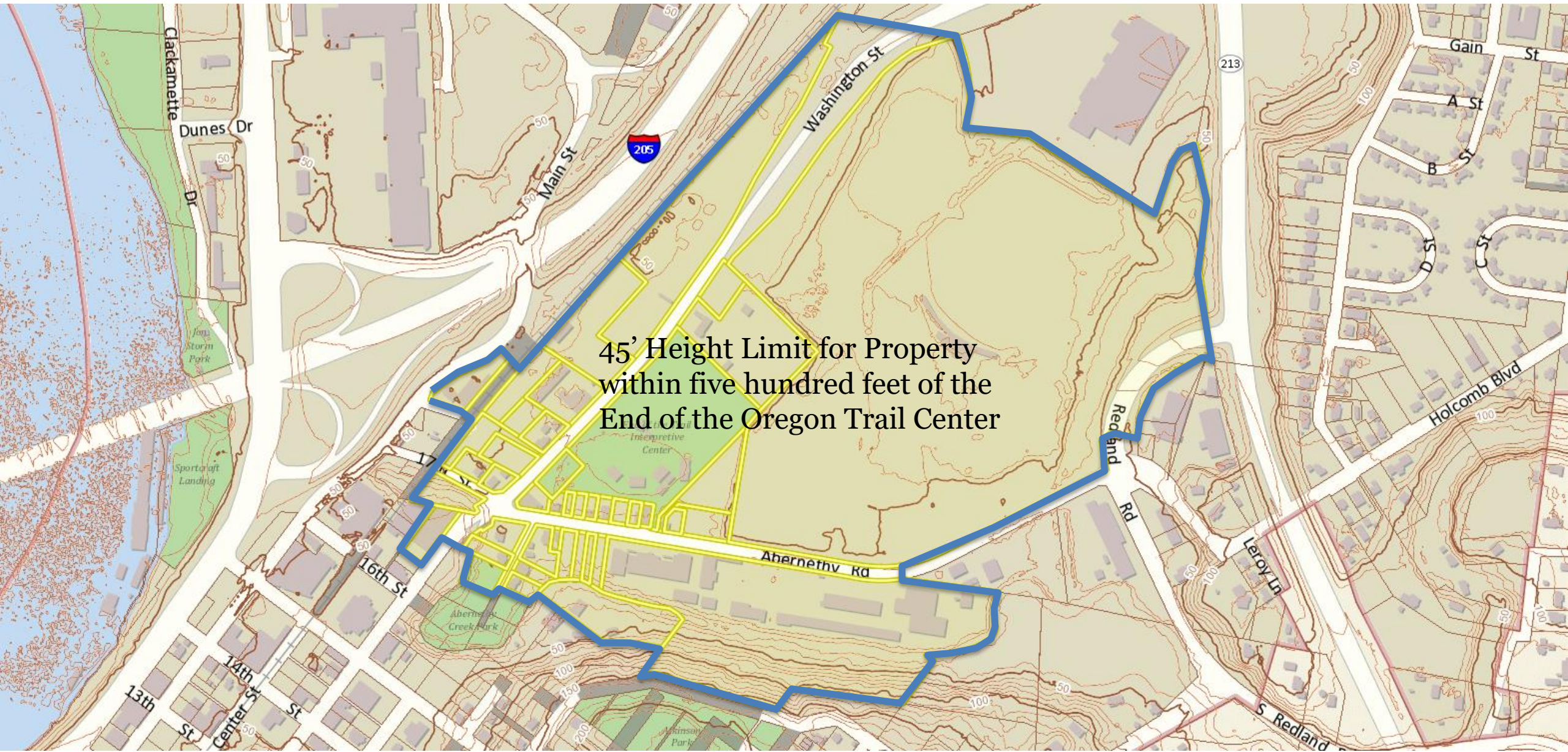
- **2. Property within five hundred feet of the End of the Oregon Trail Center property;**



45' Height Limit for Property  
within five hundred feet of the  
End of the Oregon Trail Center



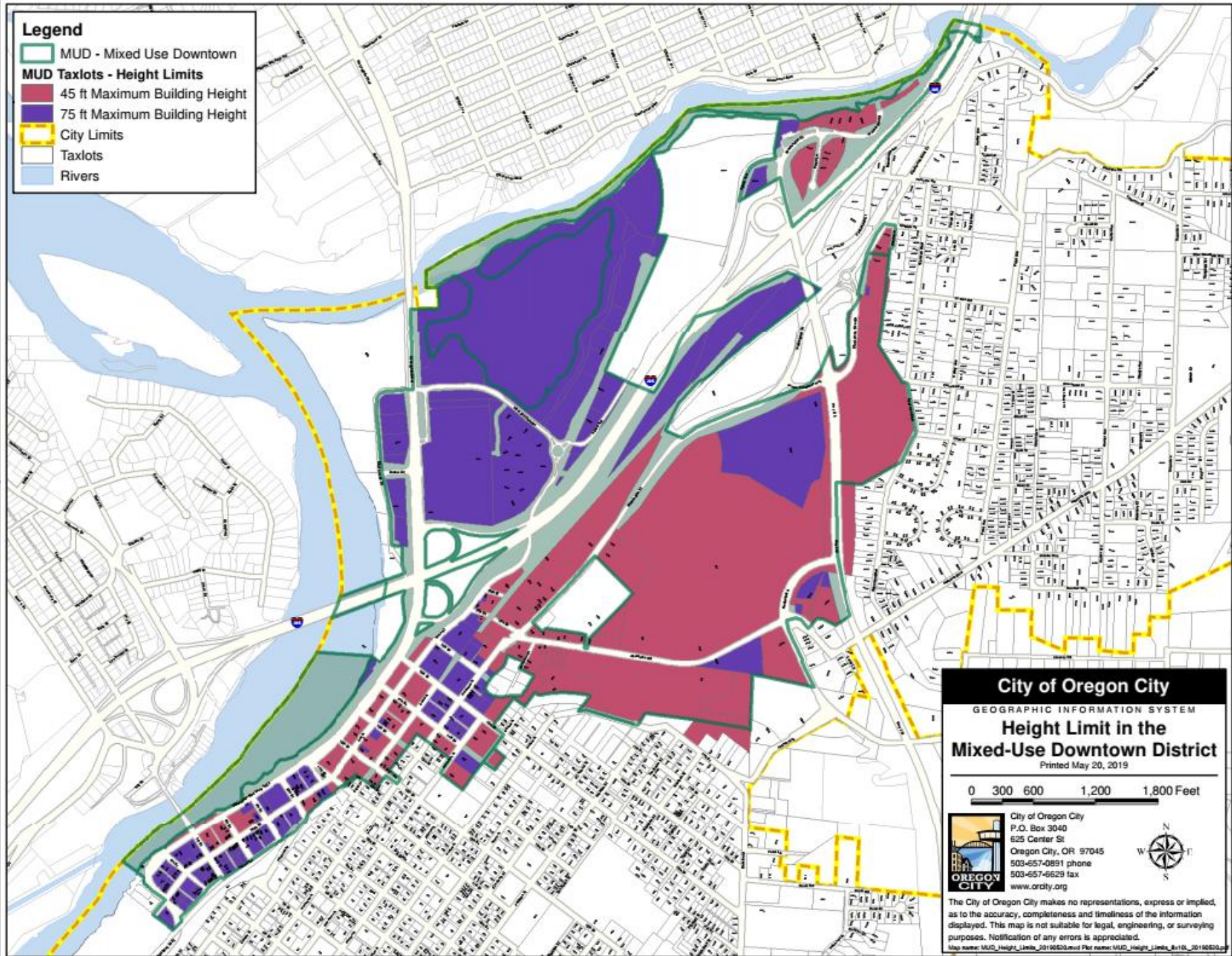
**2. Property within five hundred feet of the End of the Oregon Trail Center property;**





### Legend

- MUD - Mixed Use Downtown
- MUD Taxlots - Height Limits**
  - 45 ft Maximum Building Height
  - 75 ft Maximum Building Height
- City Limits
- Taxlots
- Rivers



### City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

### Height Limit in the Mixed-Use Downtown District

Printed May 20, 2019

0 300 600 1,200 1,800 Feet



City of Oregon City  
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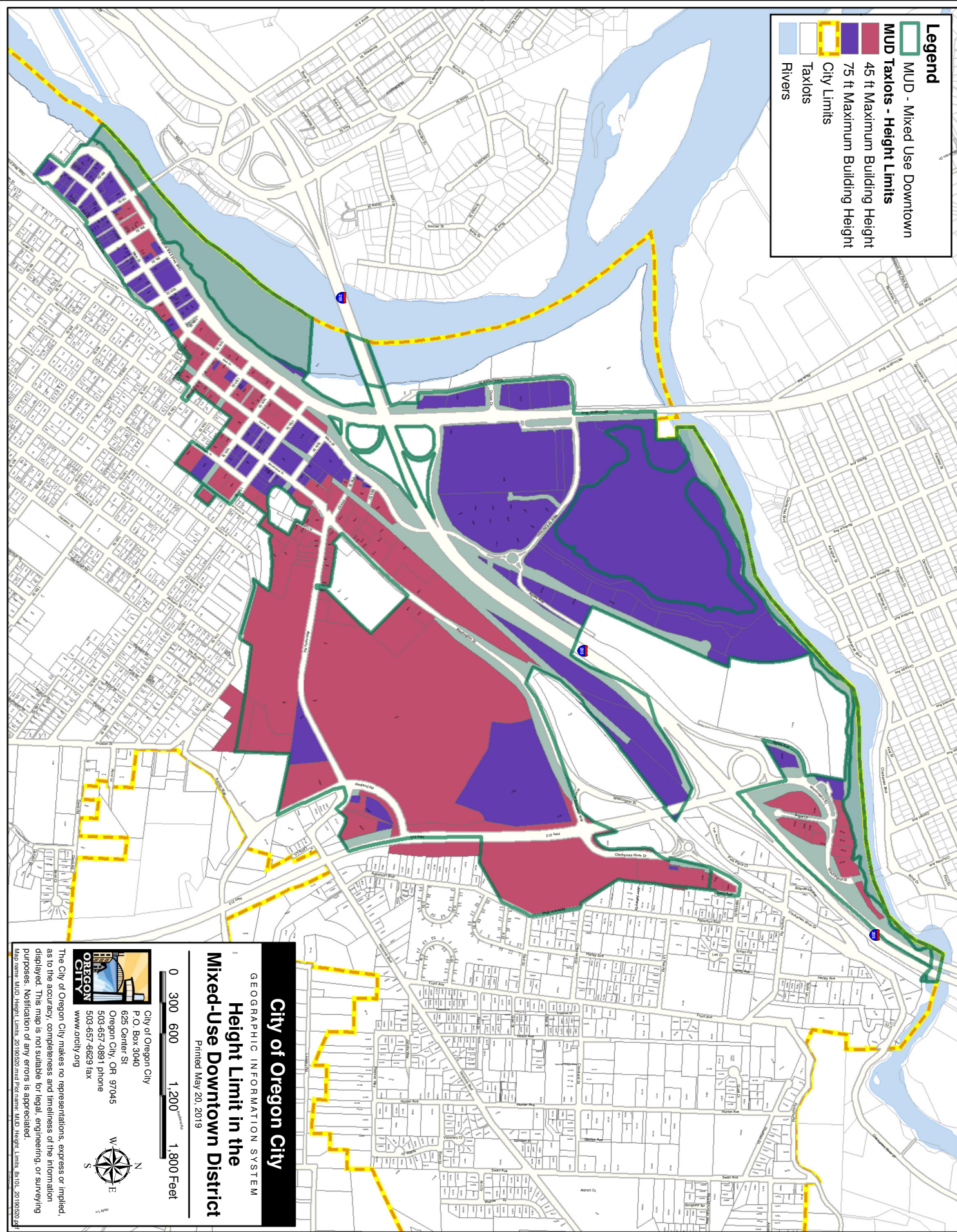
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Map name: MUD\_Height\_Limits\_20190520.mxd Plot name: MUD\_Height\_Limits\_Rev10\_20190520.dwg



**Legend**

- MUD - Mixed Use Downtown
- MUD Taxlots - Height Limits
  - 45 ft Maximum Building Height
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**City of Oregon City**

GEOGRAPHIC INFORMATION SYSTEM

**Height Limit in the Mixed-Use Downtown District**

Printed May 20, 2019

0 300 600 1,200 1,800 Feet

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Map name: MUD\_HeightLimits\_20190520 and Page name: MUD\_HeightLimits\_0510\_20190520.pdf



# City of Oregon City

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

## Staff Report

File Number: 19-336

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**Agenda Date:** 6/10/2019

**Status:** Agenda Ready

**To:** Planning Commission

**Agenda #:** 5a.

**From:** Planner Pete Walter

**File Type:** Minutes

Approval of Minutes of the January 28, 2019 Planning Commission Meeting

**RECOMMENDED ACTION (Motion):**

Review and approve the minutes.

**BACKGROUND:**

Please see attached minutes.



# City of Oregon City

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

## Meeting Minutes - Draft

### Planning Commission

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Monday, January 28, 2019

7:00 PM

Commission Chambers

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#### 1. Call to Order

*Chair Mitchell called the meeting to order at 7:00 PM.*

**Present:** 6 - Robert Mahoney, Vern Johnson, Patti Gage, Mike Mitchell, Dirk Schlagenhauser and Greg Stoll

**Absent:** 1 - Tom Geil

**Staffers:** 4 - Laura Terway, William Kabeiseman, Pete Walter and Kattie Riggs

#### 2. Public Comments

*There were no public comments on non-agenda items.*

#### 3. Electronic Messaging Policy Explanation

*Kattie Riggs, City Recorder, reviewed the City's updated email policy and explained public records maintenance. All Planning Commissioners had been given a City email address for City business use.*

#### 4. Public Hearing

##### 4a. GLUA-18-00040 (General Land Use Application), GEO-18-0005 (Geologic Hazards), FP-18-00001 (Floodplain), MAS-18-00005 (Master Plan), MAS-18-00006 (Master Plan), SUB-18-00003 (Subdivision), and NROD-18-00013 (Natural Resources Overlay District) for the Cove

*Chair Mitchell opened the public hearing and read the hearing statement. He asked if any Commissioner had ex parte contacts, conflicts of interest, bias, or statements to declare including a visit to the site.*

*Commissioner Mahoney occasionally drove by the site. He talked with Jerry Herrmann about the Natural Resource Overlay District.*

*Commissioner Johnson occasionally drove by the site.*

*Commissioner Stoll also occasionally drove by the site and attended the Natural Resources Committee meeting in January where this topic was discussed.*

*Commissioner Schlagenhauser drove by the site a week ago.*

*Commissioner Gage drove by the site this weekend.*



*Chair Mitchell visited the site this weekend. He served on the Urban Renewal Commission and this project had come before the Urban Renewal Commission in public hearings and executive sessions.*

*Pete Walter, Planner, presented the staff report. This was a master plan amendment to the Cove Project for Phase 2. The proposed amendment included: early grading, changes to the master plan's building program, changes to the phasing of the development, new street sections for Agnes Avenue, adjustments to the code, increasing apartment units to 404, reducing office space, 3,750 square feet of quality restaurant use, 3,750 square feet of high-turnover restaurant, and 6,800 square feet of retail. He then reviewed each of the proposed adjustments which included adjustments to the fences and walls, ground floor transparency for live-work units, vehicular access and connectivity, on site pedestrian circulation, screening of mechanical equipment, minimum wall articulation, multi-family building pedestrian circulation, architecture and material, diversity of unit types, window design, outdoor lighting standards, gravel parking lot, and parking lot landscaping. Staff thought all of the adjustments could meet code as conditioned in the staff report. Staff recommended approval of the application. He explained the recommended modifications to Condition #21.*

*Read Stapleton, land use planner with DOWL representing the applicant, introduced the project team. The upcoming code updates would resolve some of the issues where they were requesting adjustments. Due to needing to push the application forward for the construction season, they had to submit the application under the current code and request the adjustments.*

*Mike Towle, project engineer with DOWL, discussed the building height which would roughly be the same scale as Phase 1 and how they would regrade the gravel parking lot and get it back to the condition it was in Phase 1. He confirmed the grading along the waterfront would not extend beyond the ordinary high water line. With the grading there would be a substantial amount of erosion control measures that would be required.*

*John Van Staveren, environmental consultant with Pacific Habitat Services, explained in response to Jerry Herrmann's letter how the property would be graded to have a more natural connection between the water and land. They would also be planting thousands of trees and shrubs along the shoreline.*

*Diego Arguea, Transportation Engineer for Kittelson and Associates, discussed the safety of angled parking as opposed to parallel parking and how there was nothing more dangerous about angled parking in the right location than parallel parking.*

*Mr. Towle said the intent of the diagrams for the angled parking in the application were to show that the angled parking worked. There would also be a dedicated bike lane. He thought based on the classification of the road that it would be a 25 mph area. There would be crosswalk locations as well.*

*Doug Neeley, Natural Resources Committee Chair, requested that the native plantings extend beyond the 50 foot barrier through the pathway and up to the esplanade.*

*Dorothy Dahlsrud, resident of Oregon City, requested the natural environment and plantings go passed the 50 feet and into the 200 feet for the wildlife. They also needed more tall trees to be planted. Mr. Neeley also recommended planting conifer trees.*

*There was discussion regarding the trees and wildlife in the cove.*

*Mr. Stapleton said they were comfortable with a condition of approval that would extend the native plantings beyond the NROD zone between the buildings and the water.*

*Mr. Van Staveren said no trees would be removed on the peninsula. They planned to take out the Cottonwood trees adjacent to the proposed development and plant Maple and Oak. They did hear the request for conifers.*

*Mr. Neeley agreed the Cottonwoods should be removed.*

*Chair Mitchell closed the public hearing.*

*Laura Terway, Community Development Director, reviewed the draft condition of approval amendments to Conditions #21 and #43, and adding a new Condition #45.*

**A motion was made by Commissioner Mahoney, seconded by Commissioner Gage, to approve GLUA 18-00040 with the conditions of approval as specified. The motion carried by the following vote:**

**Aye:** 6 - Robert Mahoney, Vern Johnson, Patti Gage, Mike Mitchell, Dirk Schlagenhauser and Greg Stoll

## **5. Communications**

*Ms. Terway gave announcements to the Commission.*

*There was discussion regarding the use of the Commission's City emails.*

## **6. Adjournment**

*Chair Mitchell adjourned the meeting at 8:55 PM.*