



City of Oregon City

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

Meeting Agenda - Final

Planning Commission

Monday, November 9, 2015

7:00 PM

Commission Chambers

1. Call to Order

2. Public Hearing

- 3a. [PC 15-223](#) CU 15-01 and SP 15-10: Conditional Use and Site Plan Design Review for PGE ' Substation Expansion on 18th Street and Main Street Extension
- 3b. [PC 15-220](#) ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan and CP 15-02: Master Plan Amendment
- 3c. [PC 15-222](#) ZC 15-03: Zone Change and PZ 15-01: Comprehensive Plan Amendment

4. Communications

5. Adjournment



**CONDITIONAL USE AND SITE PLAN AND DESIGN REVIEW
STAFF REPORT AND RECOMMENDED CONDITIONS OF APPROVAL**

Date of Staff Report: October 30, 2015

Planning Commission Public Hearing: November 9, 2015

FILE NO.: CU 15-01: Conditional Use
SP 15-10: Site Plan and Design Review

HEARING DATE / November 9, 2015
LOCATION: Oregon City City Hall – Chambers, 625 Center Street, Oregon City, Oregon 97045

OWNER/APPLICANT: Portland General Electric
121 SW Salmon St, Portland, OR 97204

REPRESENTATIVES: Mary Dorman
Angelo Planning Group

REQUEST: Site Plan and Design Review and Conditional Use application for an expansion of the PGE Abernethy Substation on Main Street between 17th and 18th Streets.

LOCATION: 306 18th Street and 308 18th Street, Oregon City, OR 97045
Clackamas County Map 2-2E-29CB, Tax Lots 1500 and 2000

**NEIGHBORHOOD
ASSOCIATION:** Two Rivers Neighborhood Association

REVIEWER: Kelly Reid, AICP, Planner (503) 496-1540
Matthew Palmer, Development Services Engineer

PROCESS: Type III decisions involve the greatest amount of discretion and evaluation of subjective approval standards, yet are not required to be heard by the city commission, except upon appeal. Applications evaluated through this process include conditional use permits. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and the planning commission hearing is published and mailed to the applicant, recognized neighborhood association and property owners within three hundred feet of the subject property. Notice must be issued at least twenty days pre-hearing, and the staff report must be available at least seven days pre-hearing. At the evidentiary hearing held before the planning commission, all issues are addressed. The decision of the planning commission is appealable to the city commission within fourteen days of the issuance of the final decision. The city commission hearing on appeal is on the record and no new evidence shall be allowed. Only those persons or a city-recognized neighborhood association who have participated either orally or in writing have standing to appeal the decision of the planning commission. Grounds for appeal are limited to those issues raised either orally or in writing before the close of the public record. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290.C must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal. The city commission decision on appeal from the planning

commission is the city's final decision and is appealable to the Land Use Board of Appeals (LUBA) within twenty-one days of when it becomes final.

I. BACKGROUND:

(The following is from the applicant's project description with additional information from staff)
Portland General Electric (PGE) is requesting Planning Commission approval of a conditional use permit and site/design review to expand the existing Abernethy substation located at 306 18th Street in Oregon City. The substation was built in the late 1950's. The population and employment base in Oregon City has grown significantly in the years since the substation was built. Increasing substation capacity is necessary in order to add capability into the power delivery system, increase system reliability, meet the demands of growth and continue to provide reliable and safe power to serve Oregon City and surrounding areas now and into the future.

In 2014, an adjacent parcel to the west of the Abernethy substation (308 18th Street) was purchased by PGE and the dwelling demolished to make room for the proposed substation expansion. The de-designation of the dwelling was approved by the Historic Review Board through HR 12-06 and the building was subsequently demolished.

The existing substation was built in the late 1950's. Oregon City first adopted zoning in 1953. There is no record of a land use approval for the existing substation and the use is considered a legal non-conforming use. Zoning for the substation and the larger area north of downtown was Industrial until 2004. Public utilities, including substations, were listed as a permitted use in the Industrial zone. Oregon City adopted a legislative plan amendment and zone change in 2004 and applied the Mixed Use Downtown zoning district to the downtown area and parcels north of downtown, including the PGE parcel. Public utilities such as substations are listed as a conditional use in the Mixed Use Downtown zone and the Oregon City Code does not allow expansion of a legal non-conforming use. Therefore, approval of the requested conditional use permit application is required for the proposed expansion of PGE's Abernethy substation.



Aerial Image of subject site

The existing substation facilities are located on Tax Lot 1500 (306 18th Street). The existing substation is surrounded by a chain link fence with gates for access from both 17th and 18th Streets. The fence is partially obscured by shrubs. 17th and 18th Streets dead end into the Union Pacific railroad right of way. The majority of the new equipment will be located inside the existing substation fence on this tax lot. PGE is proposing to expand the footprint of the substation to the west, toward Main Street, to include Tax Lot 2000 (308 18th Street), which currently contains only vegetation. The expansion includes the removal of an existing shed, two trees, and three light poles, and the addition of new electrical equipment and poles, with gravel surrounding and a new 8 foot wall along Main Street to obscure the equipment. The applicant also proposed to replace a gate on 17th Street.

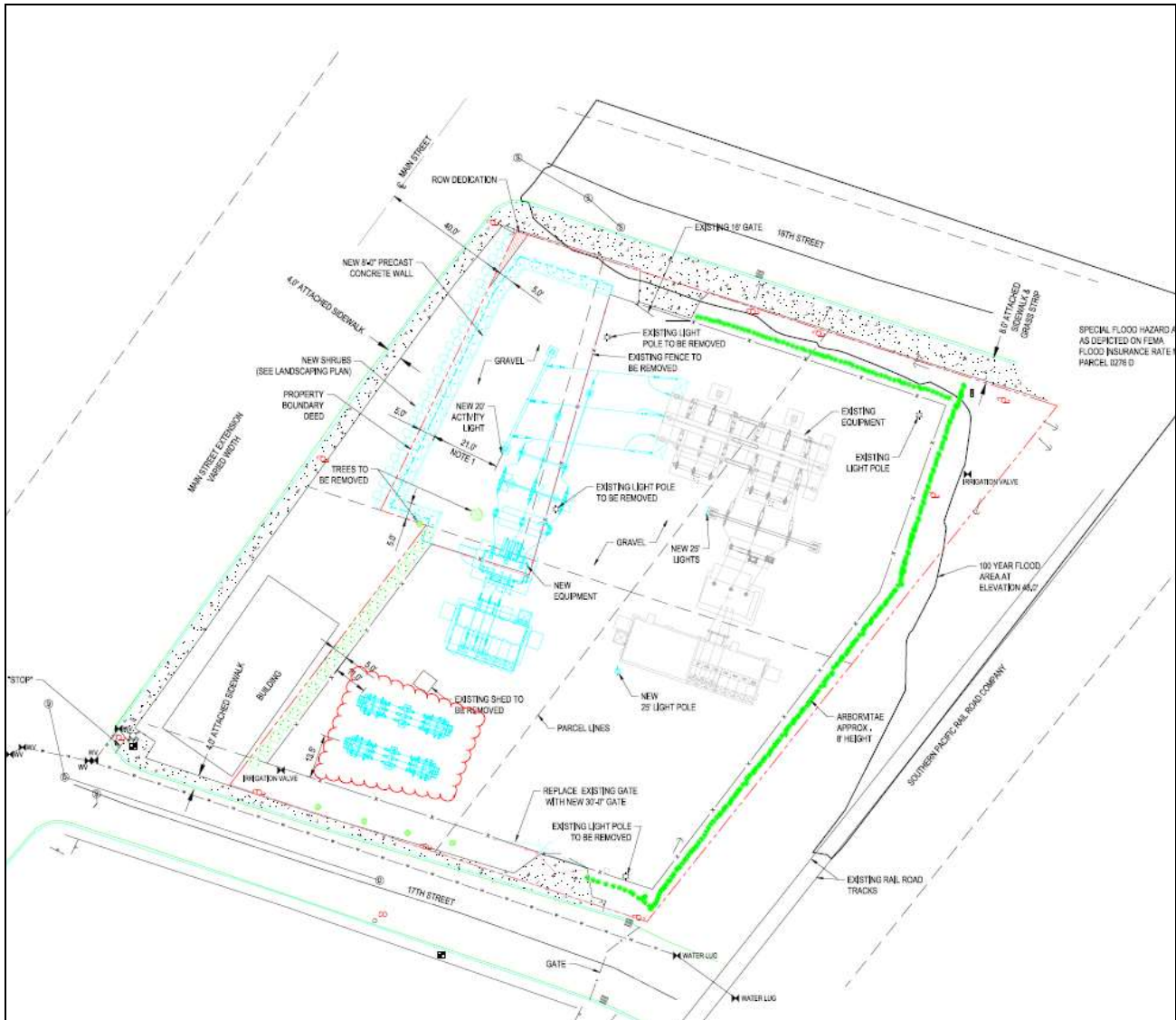


Photo simulations are for discussion purposes only and may change pending public, regulatory and utility review. Vegetation is shown at full maturity.

Photo simulations of proposed plans

The expansion includes an 8-foot wall (brick look) along the Main and 18th Street frontages of the proposed expansion. PGE has installed a similar type of wall (although taller at 12 feet) around the Stephenson Substation across from OMSI in Southeast Portland. The same type of wall (also at 12 feet) will be installed along the primary street elevation of the new Marquam Substation south of downtown Portland.

For safety and security reasons, PGE proposes to install 3 strands of barbed wire along the inside of the wall, angled internal to the substation. However, the barbed wire will not be visible to the public along the street frontages and it is intended to provide barriers to climbing or other unauthorized entry.



Site Plan: New equipment shown in blue.

The subject property is bounded by transportation facilities on four sides:

- South – 17th Street
- North – 18th Street
- East – UP Rail Corridor
- West – Main Street & I-205 berm

The subject property is included in the Mixed Use Downtown (MUD) zoning district. 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.

Surrounding Zoning and Land Use

<u>Direction</u>	<u>Zoning</u>	<u>Land Use</u>
North	MUD	Industrial
East	MUD	Union Pacific ROW
South	MUD	Industrial/Vacant
West	MUD	Office/I-205 ROW

The subject property is at elevation 50'. This elevation is above the 100-year floodplain elevation of 48' as shown on the FEMA flood insurance maps dated June 17, 2008. However, the subject property is within the area of inundation (50.7') for the February 1996 flood.

PGE looked up old system records and confirmed that they were able to keep the Abernethy substation in service during the February 1996 flood. The site surface was flooded but water never got high enough to require an outage for overhead transmission service into the site or neighborhood 13kV service out of the substation.

For balance cut and fill purposes, the demolition of the dwelling that was previously located on the subject property is counted toward the "cut," See analysis in Chapter 17.42 of this report.

The Natural Resource Overlay District is present on this property; however, the overlay is located on a corner of the subject site that is not proposed to be modified in any way.

No employees are based at the site and public water and sewer service is not required. The substation is monitored remotely and traffic impacts associated with the utility use are minimal.

The substation is accessed from existing driveways (gated) on 17th and 18th Streets and the proposed expansion will not change the existing driveways or access.

II. DECISION-MAKING CRITERIA:

The following Oregon City Municipal Code (OCMC) chapters apply to this project. The City Code Book is available on-line at www.orcity.org.

- 12.04 – Streets, Sidewalks, and Public Places;
- 12.08 – Public and Street Trees;
- 13.12 – Stormwater Management;
- 15.48 - Grading, Filling and Excavating;
- 17.34 – Mixed Use Downtown District
- 17.41 - Tree Protection Standards;
- 17.42 – Flood Management Overlay District
- 17.50 – Administration and Procedures;
- 17.54 - Supplemental Zoning Regulations and Exceptions;
- 17.56 – Conditional Uses;
- 17.62 - Site Plan and Design Review;

17.34 MIXED USE DOWNTOWN DISTRICT

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;*
- B. Hotel and motel, commercial lodging;*
- C. Marinas;*
- D. Religious institutions,*
- E. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores provided the maximum footprint of a free standing building with a single store does not exceed sixty thousand square feet (a free standing 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 17.56.

- A. Ancillary drive-in or drive-through facilities ;*
- B. Emergency services;*
- C. Hospitals;*
- D. Outdoor markets that do not meet the criteria of Section 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;*
- G. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies and specialty stores in a free standing 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*

Finding: Complies as Proposed. A substation is identified as a conditional use; the applicant proposes to expand the use. Due to the age of the substation, it does not possess an existing conditional use permit. If approved by the Planning Commission, the existing substation on Tax Lot 1500 and the proposed expansion onto Tax Lot 2000 will be authorized as an approved conditional use in the MUD zone and the existing substation will no longer be considered a legal non-conforming use.

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 Section 17.34.030;*
- C. Self-service storage;*
- D. Single-Family and two-family residential units*
- 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 rental² (including but not limited to construction equipment and machinery and farming equipment)*

Finding: Complies as Proposed. The applicant has not proposed a prohibited 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 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.

Finding: Complies as Proposed. There are no existing or proposed buildings on the subject site. Therefore, the maximum building height standard is not applicable to the existing substation or proposed expansion. The subject property does is not adjacent to a residential zone. Therefore, there are no minimum setbacks required by the MUD zone. However, the conditional use standards for a public utility or communication facility include special setback provisions based on the height of the equipment. See Section 17.56.040.C of this report.

17.34.070 Mixed Use Downtown Dimensional Standards—for Properties Located Within the Downtown Design District.

Finding: Not applicable. The property is outside of the design district.

CHAPTER 17.56 CONDITIONAL USES

17.56.010.A.1. The use is listed as a conditional use in the underlying district;

Finding: Complies as Proposed. In the MUD zone, Section 17.34 of the Oregon City Zoning Code, public utilities, including substations, are listed as “Conditional Uses.”

17.56.010.A.2 The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features;

Finding: Complies with Conditions. According to the applicant, “PGE built the Abernethy substation at this location more than 50 years ago and the substation has operated continuously since that time. While the substation site is smaller than many PGE substations, it exhibits many characteristics that are suitable for the existing use and the proposed modest expansion, including the following:

- Adequate site size and shape to accommodate electrical equipment with required safety clearances
- Spacing relative to existing substations
- Proximity to transmission lines and feeders
- Central location to serve the electrical load growth
- Level site topography

- Compatible existing surrounding uses – including streets on three sides, the UP rail corridor, the I-205 freeway and ramps, and established industrial uses between 15th and 17th Streets.

Staff concurs with the applicant's response. Additionally, a portion of the site is within the City's Natural Resource Overlay District; however, the applicant has obtained Type I exemption through approved NR 15-07.

17.56.010.A.3. *Development shall demonstrate compliance with Chapter 12.04, Streets, Sidewalks and Public Places;*

Finding: The existing right of way on Main Street consists of two vehicle travel lanes, a bike lane, and a five-foot curb-tight sidewalk on the applicant's frontage. The properties north and south along Main Street have similar improvements. While these facilities do not fully meet the preferred widths in Chapter 12.04, the lack of traffic impact does not warrant an upgrade to the existing facilities. The side streets 17th and 18th Streets are improved with sidewalk, and curb, with a planter strip also included on 18th Street. The proposed expansion of the Abernethy substation does not trigger a requirement for street improvements because no traffic will be generated by the development. Right-of-way dedication will be required to provide a minimum of 40 feet from the centerline of Main Street to the property line of 308 18th Street for future improvements in the corridor. ADA upgrades to the public sidewalk will also be required. See section 17.56.040.B and 17.62.050.A.18 for more findings and conditions.

17.56.010.A.4. *The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs or precludes the use of surrounding properties for the primary uses listed in the underlying district;*

Findings: Complies as Proposed. According to the applicant, "The Abernethy substation is an existing use that has operated continuously at this location for more than 50 years. The location is well-suited to the substation use with the proximity to the active railroad corridor, the close proximity to I-205, and the pre-existing industrial uses in the immediate vicinity. The structure on the corner of 17th & Main Street (a designated historic structure) is operated as a business/office use and is not occupied as a dwelling. Over time, there may be some transition of uses in the North Downtown area, and the Mixed Use Downtown zone permits a wide variety of retail service and commercial uses.

However, the segment of Main Street north of 15th Street to the undercrossing of I-205 will not develop as a typical "Main Street" with uses and buildings close to the street on both sides because ODOT owns the right-of-way to the west side of Main Street that is developed with I-205 ramps.

There may be additional traffic (vehicular and pedestrian) along the segment of Main Street adjacent to the proposed substation expansion between the Clackamette Cove and downtown areas with expected development in both of those areas. PGE will dedicate right-of-way at the corner of 18th & Main Street to accommodate streetscape improvements along Main Street if pursued by Oregon City at a future date. However, the wider right-of-way and streetscape improvements would likely require demolition of the historic structure at the corner of 17th & Main.

The scale of the proposed substation expansion is about 15 percent of the size of the existing substation footprint. Based on the long history of operation, the substation has not substantially limited, impaired or precluded the use of surrounding properties. PGE proposes to plant a mix of vertical and horizontal vegetation in front of the new wall that will provide some screening and buffering of the utility use to pedestrians along Main Street.

The substation expansion will be designed to meet all applicable state and federal standards and regulations pertaining to electrical safety, clearances, etc. The use does not involve the storage, transportation or disposal of any hazardous materials. Operation of the substation does not generate air emissions, odor, heat or glare. Transformers are the only source of continuous sound generation in an electric utility substation. The new 28 MVA transformer will be a factory-reduced sound level unit that is guaranteed by the manufacturer to produce

less than 64dBA, measured 3 feet from the transformer tank. The 64dBA occurs only at heavy transformer loading times such as extreme weather events causing a higher nameplate rating temporarily. During normal operations the settings are lower and far less than 64dBA. This is PGE's standard transformer design and it is being used for future compatibility with other transformers in the PGE system.

At the meeting with the Two Rivers Neighborhood Association, members of the NA commented that there is relatively high background noise at this location with the active rail corridor and traffic noise from I-205. Therefore, the proposed expansion of the Abernethy substation will not alter the character of the surrounding area in a manner that substantially limits, impairs or precludes the use of surrounding properties for primary uses listed in the Mixed Use Downtown (MUD) zone."

Staff generally concurs with this statement and adds the following additional information:

The structure at 309 17th Street, immediately adjacent to the substation, is a designated Historic Landmark (see Exhibit 4 for Historic Resource Inventory forms). A chain link fence and a mature hedge is located along the side of the designated historic structure and provides screening and buffering of the substation use. The applicant states it has communicated with the property owner regarding the proposed expansion and is not aware of any specific issues or concerns. The structure is not occupied as a dwelling, but is currently used for an office use (counseling). Some of the proposed new equipment will be placed 16 feet from the property line closest to the structure. An inspection of the site revealed that the hedge is in healthy condition and fully obscures the existing slatted chain link fence from view from the adjacent property. Staff finds that the structure is adequately screened by the existing hedge.

The new wall and landscaping will screen the site from view from the Main Street right of way, but there is a section along 17th Street next to the neighboring structure that has a large gap in the landscaping. The substation and existing chain link fence are not screened in this area and are very visible from the right of way. Highly visible substation equipment at the ground level is not compatible with the primary uses of the zone. In order to preserve the integrity of the area and the primary uses in the area, the applicant shall add landscaping along the outside of the chain link fence on 17th Street near the existing property line that border 309 17th Street. The landscaping shall be added to the site plan for building permit issuance and shall adequately screen the property. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 7.**

17.56.010.A.5. *The proposal satisfies the goals and policies of the city comprehensive plan which apply to the proposed use.*

Finding: The applicable Comprehensive Plan policies are as follows:

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

Policy 1.1.1 - *Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.*

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

Policy 1.2.1 - *Encourage citizens to participate in appropriate government functions and land-use planning.*

Goal 1.3 Community Education - *Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.*

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

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

Finding: Complies as Proposed. The applicant attended a meeting of the Two Rivers Neighborhood Association to discuss the project prior to the submission of this application. A summary of the comments from the meeting are found in Exhibit 2. Notice of the application identifying the approval process and applicable criteria was sent to the Citizen Involvement Committee and Neighborhood Associations, property owners within 300 feet of the site, and posted onsite, online and in the newspaper. The public is provided the opportunity to review the application and comment in writing and person throughout the Planning Commission hearings for this Type III process.

Goal 2.2: Downtown Oregon City

Develop the Downtown area (which includes the historic downtown area, the “north end” of the downtown, Clackamette Cove, and the End of the Oregon Trail area) as a quality place for shopping, living, working, cultural and recreational activities, and social interaction. Provide walkways for foot and bicycle traffic, preserve views of Willamette Falls and the Willamette River, and preserve the natural amenities of the area.

Finding: Complies as Proposed. PGE has operated the Abernethy substation at this location for more than 50 years. The zoning of the “north end” of downtown has transitioned over time from the historical emphasis on industrial uses to the more recent emphasis on mixed uses. The subject site is not located in an area that provides views of the Willamette Falls or the Willamette River.

The frontage of Main Street adjacent to the subject site is improved with a sidewalk, and conditions of approval are included in this staff report to ensure that the sidewalk is upgraded to ADA standards. The public right-of-way for Main Street is irregular and the applicant has proposed to dedicate the right-of-way needed to assure 40 feet from the center line to accommodate future streetscape improvements. While the use of a substation does not contribute to the livability of downtown, the proposed wall and landscaping screening will provide an improved pedestrian environment along Main Street and will mitigate for the impact of substation expansion. The ADA upgrades will also improve the walking environment through the area.

Natural features include the stream and wetland to the south – the applicant has an approved Type I NROD review NR 15-07.

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

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

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

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

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

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

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

- Low Density Residential (LR)
- Medium Density Residential (MR)

- *High Density Residential (HR)*
- *Mixed Use Corridor (MUC)*
- *Mixed Use Downtown (MUD)*
- *Public and Quasi-Public (QP)*
- *Future Urban Holding (FUH)*
- *Commercial (C)*
- *Mixed Use Employment (MUE)*
- *Industrial (I)*
- *Parks (P)*

Finding: Complies as Proposed. The applicant proposed to retain the existing Comprehensive Plan designation as Mixed Use Downtown, and a Conditional Use under that designation will allow for a substation. The Conditional Use process provides criteria to allow approval of substations and substation expansions. The criteria identified for the Conditional Use do not provide barriers to construction that cannot be mitigated through compliance with the applicable approval criteria and conditions of approval.

The proposed development does not limit the ability of other residents within the area to continue to access city services, utilize the transportation system or continue existing uses within the area.

The existing Abernethy substation is not located in an established residential neighborhood. The character of the “north end” of downtown is mixed, with industrial uses, institutional uses (including the End of the Oregon Trail, the rail depot and Metro’s waste transfer station), some offices and scattered dwellings. The substation has operated at this location for more than 50 years and provides power to serve the full range of land uses in the area north of downtown and the larger service area. The proposed wall and landscaping screening will provide an improved pedestrian environment along Main Street and will mitigate for the substation expansion.

Goal 11.7: Non-City Utility Operations

Coordinate with utilities that provide electric, gas, telephone and television cable systems, and high speed internet to Oregon City residents to ensure adequate service levels.

Finding: Complies as Proposed. The PGE regularly coordinates with the City of Oregon City on utility and development plans. PGE is proceeding with the proposed expansion of the Abernethy substation to ensure maintenance and improvement of adequate electrical service for residential, business and institutional uses in Oregon City.

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

Policy 6.4.1- *Provide for noise abatement features such as sound-walls, soil berms, vegetation, and setbacks, to buffer neighborhoods from vehicular noise and industrial uses.*

Complies as proposed. Staff does not anticipate that the proposed use will produce excessive noise beyond the property line. Excessive noise is typically addressed through the nuisance / code enforcement process if and when a complaint is lodged. The new 28 MVA transformer will be a factory-reduced sound level unit that is guaranteed by the manufacturer to produce less than 64dBA, measured 3 feet from the transformer tank. The 64dBA occurs only at heavy transformer loading times such as extreme weather events causing a higher nameplate rating temporarily. During normal operations the settings are lower and far less than 64dBA. This is PGE’s standard transformer design and it is being used for future compatibility with other transformers in the PGE system.

At the meeting with the Two Rivers Neighborhood Association, members of the NA commented that there is relatively high background noise at this location with the active rail corridor and traffic noise from I-205.

17.56.010.B. *Permits for conditional uses shall stipulate restrictions or conditions which may include, but are not limited to, a definite time limit to meet such conditions, provisions for a front, side or rear yard greater than the minimum dimensional*

standards of the zoning ordinance, suitable landscaping, off-street parking, and any other reasonable restriction, condition or safeguard that would uphold the spirit and intent of the zoning ordinance, and mitigate adverse effect upon the neighborhood properties by reason of the use, extension, construction or alteration allowed as set forth in the findings of the planning commission.

Finding: Complies with Conditions. Staff recommends conditions of approval described in this report. The applicant has recognized the ability of staff or the Planning Commission to include such conditions and restrictions. The Development Services manager has recommended standard conditions of approval for public facilities, street improvements and engineering. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

17.56.010.C. *Any conditional use shall meet the dimensional standards of the zone in which it is to be located pursuant to subsection B of this section unless otherwise indicated, as well as the minimum conditions listed below.*

Finding: Complies with Conditions. Please refer to the analyses regarding OCMC Chapters 17.34 and 17.56 in this report.

17.56.010.D. *In the case of a use existing prior to the effective date of the ordinance codified in this title and classified in this title as a conditional use, any change of use, expansion of lot area or expansion of structure shall conform with the requirements for conditional use.*

Finding: Complies as Proposed. The existing substation was established on Tax Lot 1500 before the subject site was zoned MUD. PGE is proceeding with this consolidated land use application because the proposed expansion of the substation onto Tax Lot 2000 triggers the requirement for conditional use approval. If approved by the Planning Commission, the existing and new substation facilities on the subject property (Tax Lots 1500 and 2000) will be an authorized conditional use in the MUD zone and will no longer be considered a legal non-conforming use.

17.56.010.E. *The planning commission may specifically permit, upon approval of a conditional use, further expansion to a specified maximum designated by the planning commission without the need to return for additional review.*

Finding: Not Applicable. The applicant has not requested that the Planning Commission approve a future expansion to the Conditional Use.

17.56.040.A. *Building Openings. The city may limit or prohibit building openings within fifty feet of residential property in a residential zone if the openings will cause glare, excessive noise or excessive traffic which would adversely affect adjacent residential property as set forth in the findings of the planning commission.*

Finding: Not Applicable. The applicant has not proposed a building with this development.

17.56.040.B *Additional Street Right-of-Way. The dedication of additional right-of-way may be required where the city plan indicates need for increased width and where the street is inadequate for its use; or where the nature of the proposed development warrants increased street width.*

Finding: Complies with Condition. Right-of-way dedication is required at the corner of Tax Lot 2000 to accommodate 40 feet from the center line of Main Street for future streetscape improvements. Prior to issuance of permits, the applicant shall dedicate right-of-way along Main Street frontage to achieve 40 feet from centerline (as depicted on tax map 03-2S2E29CB). Should right-of-way dedication require minor changes to the placement of the wall, landscaping, or new equipment, the applicant will not be required to submit a revised site plan for land use approval a second time. **The applicant can meet this standard through Condition of Approval 3.**

17.56.040.C *Public Utility or Communication Facility. Such facilities as a utility substation, water storage tank, radio or television transmitter, tower, tank, power transformer, pumping station and similar structures shall be located, designed and installed with suitable regard for aesthetic values. The base of these facilities shall not be located closer to the property*

line than a distance equal to the height of the structure. Hydroelectric generation facilities shall not exceed ninety megawatts of generation capacity.

Response: This standard requires that the base of new proposed substation facilities shall not be located closer to the property line than a distance equal to the height of the structure.

The height of the tallest structure is 25 feet, and the base supporting this structure is 26 feet from the closest property line parallel to Main Street. The applicant submitted an additional site plan on October 28, 2015 to demonstrate that all other equipment is shorter in height than their shortest setback.

17.56.040.D Schools. *The site must be located to best serve the intended area, must be in conformance with the city plan, must have adequate access, and must be in accordance with appropriate State standards.*

Finding: Not Applicable. The applicant has not proposed a school use.

17.56.040.E *Helipad Landing Facility. In evaluating a conditional use application for a helipad, the planning commission shall consider such matters as the following:*

Finding: Not Applicable. The applicant has not proposed a helicopter landing facility with this development.

17.56.040.F *Residential Care Facilities.*

Finding: Not Applicable. The applicant has not proposed a residential care facility with this development.

17.56.040.G *Bed and Breakfast Inns.*

Finding: Not Applicable. The applicant has not proposed a bed and breakfast with this development.

17.56.060 *Revocation of conditional use permits.*

The Planning Commission or the City Commission may initiate administrative action under Chapter 17.50 to revoke any conditional use permit previously issued by the city or, with regard to lands annexed by the city, those such permits issued by the county. The Planning Commission or, on review, the City Commission, may revoke such permit upon determining:

A. One or more conditions attached to the grant of the conditional use permit have not been fulfilled; and

B. The unfulfilled condition is substantially related to the issuance of the conditional use permit.

Finding: Not applicable. The applicant has applied for a new Conditional Use permit.

17.56.070 *Periodic review of conditional use permits.*

A. The City Commission may provide for the periodic review of some or all of the conditional use permits previously issued by the city, or, with regard to lands annexed by the city, those such permits issued by the county. In providing for such review, the City Commission may designate classes of such previously issued permits for which periodic review shall be undertaken.

B. Such review shall be accomplished as an administrative action under Chapter 17.50 and shall be limited to the question of whether additional conditions should be imposed on a conditional use in the light of changing circumstances and more efficient implementation of the city's comprehensive plan.

C. Notwithstanding the provisions of Chapter 17.58, any additional conditions shall be met as a requirement for continued operation of the conditional use.

Finding: Not applicable. This is a new application for conditional use approval.

CHAPTER 17.62 SITE PLAN AND DESIGN REVIEW

17.62.050.A.1 *Landscaping, A minimum of fifteen percent of the lot shall be landscaped. Existing native vegetation shall be retained to the maximum extent practicable. All plants listed on the Oregon City Nuisance Plant List shall be removed from the site prior to issuance of a final occupancy permit for the building.*

Finding: Complies as Proposed. The MUD district has a landscape requirement of 10% of the site, which trumps the general 15% landscape requirement in the Site Plan and Design Review standards. The subject site comprises a total of 27,442 square feet. Based on the 10% standard, 2,744 square feet of landscaping is

required. The existing evergreen screen hedge to remain and the additional plantings on PGE property to screen the new wall total 5,161 square feet, 18% of the total site area. Therefore, the 10% landscape standard is met.

17.62.050.A.1.a. *Except as allowed elsewhere in the zoning and land division chapters of this Code, all areas to be credited towards landscaping must be installed with growing plant materials. A reduction of up to twenty-five percent of the overall required landscaping may be approved by the community development director if the same or greater amount of pervious material is incorporated in the non-parking lot portion of the site plan (pervious material within parking lots are regulated in OCMC 17.52.070).*

Finding: Complies as Proposed. All areas proposed to be landscaped will be planted with growing plant materials with the exception of walkways. The applicant has not requested credit for landscaped areas that do not contain growing plant materials.

17.62.050.A.1.b. *Pursuant to Chapter 17.49, landscaping requirements within the Natural Resource Overlay District, other than landscaping required for parking lots, may be met by preserving, restoring and permanently protecting native vegetation and habitat on development sites.*

Finding: Not Applicable. The landscaping proposed is not within the NROD. The applicant obtained an exemption from the NROD (NR 15-07).

17.62.050.A.1.c. *The landscaping plan shall be prepared by a registered landscape architect and include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the Landscape area. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. The community development department shall maintain a list of trees, shrubs and vegetation acceptable for landscaping.*

Finding: Complies as Proposed: The Landscape Plan for the proposed substation expansion was prepared by a registered landscape architect Matthew Simpson from WH Pacific. PGE proposes to plant a mix of screen shrubs and accent shrubs outside of the new wall. A portion of the plantings will extend about 5 feet into the unimproved public right-of-way. PGE proposes to maintain the groundcover and shrubs in the unimproved public right-of-way between the expanded substation and Main Street.

17.62.050.A.1.d. *For properties within the Downtown Design District, or for major remodeling in all zones subject to this chapter, landscaping shall be required to the extent practicable up to the ten percent requirement.*

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

17.62.050.A.1.e. *Landscaping shall be visible from public thoroughfares to the extent practicable.*

Finding: Complies as Proposed. The landscaping plan includes landscaping which is visible from the public right-of-way. The proposed landscaping in front of the new wall will be visible from Main Street and 18th Street.

17.62.050.A.1.f. *Interior parking lot landscaping shall not be counted toward the fifteen percent minimum, unless otherwise permitted by the dimensional standards of the underlying zone district.*

Finding: Not Applicable. The substation facility does not include a parking lot and the Oregon City Code does not require off-street parking for this particular type of use.

17.62.050.A.2 Vehicular Access and Connectivity.

17.62.050.A.2.a *Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.*

Finding: Complies as Proposed. The existing substation does not include buildings and no buildings or parking areas are associated with the proposed expansion. There is adequate area located inside the substation fence/wall to accommodate PGE vehicles that visit the site on an intermittent basis for inspection purposes. Therefore, this standard is not applicable to the proposed expansion.

17.62.050.A.2.b. *Ingress and egress locations on public thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.*

Finding: Complies as Proposed. There are two existing driveways (gated) that provide access into the substation – one on 17th Street and one on 18th Street. No changes to the existing access locations are proposed. PGE has established protocols with emergency services (fire and police) regarding substation access and protection in the interest of public safety.

17.62.050.A.2.c. *Alleys or vehicular access easements shall be provided in the following Districts: R-2, MUC-1, MUC-2, MUD and NC zones unless other permanent provisions for access to off-street parking and loading facilities are approved by the decision-maker. The corners of alley intersections shall have a radius of not less than ten feet.*

Finding: Not Applicable. The substation has existed at this location for more than 50 years and the subject property has frontage on three streets (17th, 18th and Main). The substation is a low impact use relative to traffic. The substation is monitored remotely and PGE employees typically inspect the substation site every 45 days. There will be no changes to the trip generation or existing access points to the substation and alleys or vehicular access easements are not warranted.

17.62.050.A.2.d. *Sites abutting an alley shall be required to gain vehicular access from the alley unless deemed impracticable by the community development director.*

Finding: Not Applicable. The site does not abut an alley.

17.62.050.A.2.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 public sidewalk shall be emphasized so as to be clearly visible and distinguishable from the vehicular access to the site. Special landscaping, paving, lighting, and architectural treatments may be required to accomplish this requirement.*

Finding: Not Applicable. The substation has frontage and existing driveway access points off of 17th and 18th Streets. No changes to the existing access points are proposed and the subject property does not abut an alley. Therefore, the standard above is not applicable. The existing substation has two driveways located on the side streets (17th & 18th), with no driveways on Main Street. The existing gate to the driveway on 17th Street will be replaced, but there will be no changes to the existing driveways.

17.62.050.A.2.f. *Development shall be required to provide existing or future connections to adjacent sites through the use of a vehicular and pedestrian access easements where applicable.*

Finding: Not Applicable. This standard is not applicable to the proposed substation expansion. The subject property (Tax Lots 1500 & 2000) has frontage on three streets (17th, 18th & Main) and the only other lot on the block (309 Main Street) also has frontage on two public streets.

17.62.050.A.2.g. *Parking garage entries (both individual, private and shared parking garages) shall not dominate the streetscape. They shall be designed and situated to be ancillary to the use and architecture of the ground floor. This standard applies to both public garages and any individual private garages, whether they front on a street or private interior access road.*

Finding: Not Applicable. The applicant has not proposed a parking garage onsite.

17.62.050.A.2.h. *Buildings containing above-grade structured parking shall screen such parking areas with landscaping or landscaped berms, or incorporate contextual architectural elements that complement adjacent buildings or buildings in the area. Upper level parking garages shall use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.*

Finding: Not Applicable. The applicant has not proposed an above grade parking garage onsite.

17.62.050.A.2.i-m.

These standards address vehicle and pedestrian easements, dead end streets, street connections for parcels larger than 3 acres, and structured parking.

Finding: Not Applicable. Subsections A.2.i through A.2.m are not applicable to this application.

17.62.050.A.3 *Building structures shall be complimentary to the surrounding area. All exterior surfaces shall present a finished appearance. All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades or decking shall be prohibited.*

Finding: Complies as Proposed. This standard is not applicable to the proposed substation expansion. No buildings are proposed. The Abernethy substation is not located within the McLoughlin Conservation District, the Canemah National Register District or the Downtown Design District.

17.62.050.A.4 *Grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.*

Finding: Complies with Conditions. The subject site and associated improvements are located in fairly level locations. No significant grading is anticipated. Review for compliance with grading design standards will take place prior to building permits being issued. Standard conditions will be include compliance with grading standards and Engineering Policy 00-01. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1 and 2.**

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

Finding: Not Applicable. The subject site is not located in a Geologic Hazard Overlay District.

17.62.050.A.6 *Drainage shall be provided in accordance with city's drainage master plan, Chapter 13.12, and the public works stormwater and grading design standards.*

Finding: Not Applicable. The area inside of the substation fence/wall is gravel and does not include new impervious area. Therefore, stormwater quantity and quality control will not be required.

17.62.050.A.7 *Parking, including carpool, vanpool and bicycle parking, shall comply with city off-street parking standards, Chapter 17.52.*

Finding: Not Applicable. Chapter 17.52 does not specify off-street parking standards for public utility uses such as a substation. There is sufficient area available within the substation fence/wall to accommodate PGE vehicles. Following completion of the construction work associated with the expansion, there will be minimal traffic or related parking associated with the substation use.

17.62.050.A.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: Complies with Condition. The existing right of way on Main Street consists of a five-foot curb-tight sidewalk on the applicant's frontage. The properties north and south along Main Street have similar improvements. The side streets 17th and 18th Streets are improved with 5-foot sidewalks and curb. Chapter 12.04 requires, at a maximum, a 10-foot sidewalk on streets in mixed use areas. However, the proposed expansion of the Abernethy substation does not trigger a requirement for street improvements because no traffic will be generated by the development. Staff finds that the existing sidewalk is adequate with proportional ADA upgrades. The sidewalks along the site frontage do not appear to be compliant with ADA regulations. The ADA ramp area at the corner of Main Street and 18th Street, and potentially portions of the sidewalk, will need to meet current ADA standards. The ADA ramp area at the corner of Main Street and 18th Street, and sidewalk along the site frontage shall be modified as necessary to meet current ADA standards. **Staff has determined it is**

possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 4 and 5.

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

17.62.050.A.9.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.*

17.62.050.A.9.b. *The pedestrian circulation system shall connect all main entrances on the site. For buildings fronting on the street, the sidewalk may be used to meet this standard. Pedestrian connections to other areas of the site, such as parking areas, recreational areas, common outdoor areas, and any pedestrian amenities shall be required.*

17.62.050.A.9.c. *Elevated external stairways or walkways, that provide pedestrian access to multiple dwelling units located above the ground floor of any building are prohibited. The community development director may allow exceptions for external stairways or walkways located in, or facing interior courtyard areas provided they do not compromise visual access from dwelling units into the courtyard.*

17.62.050.A.9.d. *The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.*

17.62.050.A.9.e. *The pedestrian circulation system shall connect the principal building entrance to those of buildings on adjacent commercial and residential sites where practicable. Walkway linkages to adjacent developments shall not be required within industrial developments or to industrial developments or to vacant industrially-zoned land.*

17.62.050.A.9.f. *On-site pedestrian walkways shall be hard surfaced, well drained and at least five feet wide. Surface material shall contrast visually to adjoining surfaces. When bordering parking spaces other than spaces for parallel parking, pedestrian walkways shall be a minimum of seven feet in width unless curb stops are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel. Pedestrian walkways that cross drive isles or other vehicular circulation areas shall utilize a change in textual material or height to alert the driver of the pedestrian crossing area.*

Finding: Not Applicable. The standards relating to on-site pedestrian improvements are not relevant to the proposed substation expansion. The substation use does not include buildings and no employees are based at the facility. Additionally, the subject property is bounded by public streets with existing sidewalks on three sides.

17.62.050.A.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 indicates that the facility will have weekly maintenance crews who will provide the adequate maintenance for the building and grounds. There are no common facilities, recreational facilities, garbage storage areas or other storage areas associated with the on-going operation of the Abernethy substation. PGE will maintain the landscaping around the perimeter of the substation and will also maintain the new shrubs and lawn/ground cover in the unimproved right-of-way between Main Street and the new wall.

17.62.050.A.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.

17.62.050.A.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: Complies as Proposed. The Natural Resource Overlay District is present on the site due to a stream and wetland to the south. The applicant submitted a Type I NROD application NR 15-07 which was approved previously. The approval found that the area of expansion is exempt from the NROD due to the separation of the subject site from the protected feature by an impervious street (17th Street).

17.62.050.A.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 indicated, "PGE will continue to maintain compliance with all applicable federal, state and city environmental performance standards. The substation does not require an air quality permit from DEQ for either a direct or indirect source discharge. The substation facility does not result in emissions to the air. The substation does not generate odors, heat or glare. The substation use does not involve the storage, transportation, or disposal of hazardous materials under current standards. PCB's are no longer used in transformers. PGE will prepare and file an oil spill containment plan to comply with DEQ standards potentially associated with an on-site spill of the small amounts of mineral oil used in transformers. PGE can comply with DEQ noise standards. Transformers are the only source of continuous sound generation in an electric utility substation. The 2nd transformer for this facility is designed and manufactured to minimize noise generation. The transformer has internal automatic settings that adjust as load requirements on the transformer increase. During normal operations the settings are lower and generate far less than 64dBA within 3 feet of the transformer tank."

17.62.050.A.14 *Adequate public water and sanitary sewer facilities sufficient to serve the proposed or permitted level of development shall be provided. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development. Service providers shall be presumed correct in the evidence, which they submit. All facilities shall be designated to city standards as set out in the city's facility master plans and public works design standards. A development may be required to modify or replace existing 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: Not Applicable. The Abernethy substation is not connected to and does not require public water or sewer facilities.

17.62.050.A.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.*

When approving land use actions, Oregon City requires all relevant intersections to be maintained at the minimum acceptable level of service (LOS) upon full build-out of the proposed land use action.

Finding: See discussion in 17.56.010.A.3 and 17.56.040.B.

17.62.050.A.16. *This standard requires the proposed development to be reviewed by Tri-Met to determine whether transit service is or reasonably can be made available to serve the site.*

Finding: Complies as Proposed. The proposed development was transmitted to Tri-Met, who did not comment on the application. TriMet does not currently provide transit service along Main Street north of the Oregon City Transit Center.

17.62.050.A.17. *This standard requires that all utilities shall be placed underground.*

Finding: Not Applicable. Utility poles in this location are above ground. The applicant is not developing the site with a new building or use; the expansion of the substation is not a significant enough development to trigger placement of utilities underground.

17.62.050.A.18. *Access and facilities for physically handicapped people shall be incorporated into the site and building design consistent with applicable federal and state requirements, with particular attention to providing continuous, uninterrupted access routes.*

Finding: Complies with Condition. The sidewalks along the site frontage do not appear to be compliant with ADA regulations. The ADA ramp area at the corner of Main Street and 18th Street, and potentially portions of the sidewalk, will need to meet current ADA standards. The ADA ramp area at the corner of Main Street and 18th Street, and sidewalk along the site frontage shall be modified as necessary to meet current ADA standards. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 4 and 5.**

17.62.050.A.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 subject site is not a residential development.

17.62.050.A.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.*

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.*

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.*

d. *All mechanical equipment shall comply with the standards in this section. If mechanical equipment is installed outside of the site plan and design review process, planning staff shall review the plans to determine if additional screening is required. If the proposed screening meets this section, no additional planning review is required.*

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

Finding: Not applicable. The standards relating to screening of roof and wall mounted mechanical equipment are not applicable to the proposed substation expansion. The conditional use standards address substations; thus, the ground-mounted equipment standards here are not applicable.

17.62.050.A.21. Building Materials.

17.62.050.A.21.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. Right-of-way 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 baton 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 as Proposed: The proposed substation expansion does not include any buildings. The proposed wall is concrete material designed to look like brick.

17.62.050.A.21.b. Prohibited materials. The following materials shall be prohibited in visible locations 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 or as a gate for a refuse enclosure).
- [v.] Crushed colored rock/crushed tumbled glass.
- [vi.] Non-corrugated and highly reflective sheet metal.

Finding: Complies as Proposed. The substation on Tax Lot 2000 is enclosed by an existing nonconforming 8 foot chain link fence topped by 3 strands of barbed wire. No new chain link is proposed.

17.62.050.A.21.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 as Proposed. The new wall is proposed to be made of concrete, but will have the appearance of brick and will include articulation with vertical "posts," which meets the intent of this standard.

17.62.050.A.22. Conditions of Approval. The review authority may impose such conditions as it deems necessary to ensure compliance with these standards and other applicable review criteria.

Finding: Complies with Conditions. As demonstrated within this report, the proposal will comply with the standards of the Oregon City Municipal Code with conditions. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the conditions of approval.**

17.62.065.D Design and Illumination Standards.

General Outdoor Lighting Standard and Glare Prohibition.

17.62.065 .D.1 Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 footcandle to illumination levels at any point off-site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:

Finding: Complies as Proposed. The applicant submitted a lighting plan that shows the location and specifications for three existing light poles to be removed, one new light pole to be added, and two additional lights to be added on electrical structures. Note 1 on the plan identifies the activity lights that are controlled by a switch at the gate and are only used when required for an emergency or other special purpose. The background lights are photocell controlled. PGE's exterior lighting of substations is designed to meet the security needs of the utility use without adversely affecting adjacent properties or the community. The proposed substation lighting does not cause illumination on other properties in excess of 0.5 foot-candles as measured at the property line.

17.62.065 .D.2 Any light source or lamp that emits more than nine hundred lumens (thirteen watt compact fluorescent or sixty watt incandescent) shall be concealed or shielded with a full cut-off style fixture in order to minimize the potential for glare and unnecessary diffusion on adjacent property. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungsten-halogen), or high pressure sodium with a color rendering index above seventy.

Finding: Complies with Condition. The applicant did not provide sufficient detail about the lighting fixtures. Prior to issuance of building permits, the applicant shall better describe the lighting fixtures or submit cut sheet for the lighting fixtures to ensure compliance with this standard. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 8.**

17.62.065 .D.3 The maximum height of any lighting pole serving a multi-family residential use shall be twenty feet. The maximum height serving any other type of use shall be twenty-five feet, except in parking lots larger than five acres, the maximum height shall be thirty-five feet if the pole is located at least one hundred feet from any residential use.

Finding: Complies as Proposed. The new light pole that is centrally located in the substation is 25 ft tall. The other new lights will be installed on the substation structures that are 20 ft and 25 ft tall.

17.62.065 .D.4 Lighting levels:

Table 1-17.62.065. Foot-candle Levels

Location	Min	Max	Avg
Pedestrian Walkways	0.5	7:1 max/min ratio	1.5
Pedestrian Walkways in Parking Lots		10:1 max/min ratio	0.5
Pedestrian Access ways	0.5	7:1 max/min ratio	1.5
Building Entrances	3		
Bicycle Parking Areas	3		
Abutting property	N/A	.50	

Finding: Complies as Proposed. There are no parking lots, pedestrian walkways, building entrances, or bicycle parking areas proposed. The lighting plan shows that no abutting property is illuminated greater than 0.5 footcandles.

17.62.065.D.5 Parking lots and other background spaces shall be illuminated as unobtrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.

Finding: Not Applicable. There are no parking lots, pedestrian walkways, building entrances, or bicycle parking areas proposed.

17.62.065.D.6 Any on-site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1.

Finding: Not Applicable. There are no parking lots, pedestrian walkways, building entrances, or bicycle parking areas proposed.

17.62.065.D.7 Pedestrian Accessways. To enhance pedestrian and bicycle safety, pedestrian accessways required pursuant to OCMC 12.28 shall be lighted with pedestrian-scale lighting.

Finding: Not Applicable. No pedestrian accessways are proposed.

17.62.065.D.8 Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.

Finding: Complies as Proposed. The applicant proposes activity lights that will only be used for emergencies when the switch is turned on inside the substation gates.

17.62.065.D.9 Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.

Finding: Not Applicable. The applicant has not proposed canopy lighting.

17.62.065.D.10 The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the site.

Finding: Complies as Proposed. The applicant submitted drawings of the proposed light fixtures demonstrating they are consistent with the Oregon City Municipal Code and with the proposed architecture. The lighting plan uses standard PGE fixtures associated with substations and safety. This is not an architectural style fixture since it's for substation background and task lighting functions.

17.62.065.D.11 In no case shall exterior lighting add more than one foot-candle to illumination levels at any point off-site.

Finding: Complies as Proposed. The lighting plan shows that no abutting property is illuminated greater than 0.5 footcandles.

17.62.065.D.12 All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.

Finding: Complies as Proposed. The applicant states that PGE's standard operating procedures comply with this standard. The background lights will be controlled by photocells and the activity lights will only be used if activated by a switch inside the gates and needed for emergency or maintenance purposes.

17.62.065.D.13 Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a right-of-way cone beam of light that will not extend beyond the illuminated object.

Finding: Not Applicable. The applicant has not proposed these features.

17.62.065 .D.14 For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.

Finding: Not Applicable. The applicant has not proposed these features.

17.62.065 .D.15 No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.

Finding: Complies as Proposed. No flickering or flashing lights are proposed with this development.

17.62.065 .D.16 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

Finding: Not Applicable. The applicant has not proposed a wireless site.

17.62.065 .D .17 Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, provided that such uses comply with the following standards:

i. Maximum permitted light post height: eighty feet.

ii . Maximum permitted illumination at the property line: 0.5 foot-candles

Finding: Not Applicable. The proposed development does not involve an outdoor recreation site.

17.62.080 Special development standards along transit streets.

Finding: Not Applicable. The abutting portion of Main Street is not a transit street.

CHAPTER 17.54 – SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS:

17.54.100 Fence, Setback and Height Limitations.

A. Generally. Fence, hedge, or wall.

1. Fences and walls—Fences and walls over forty-two inches shall not be located in front of the front faced or within forty feet of the public right-of-way, whichever is less. All other fences (including fences along the side and rear of a property) shall not exceed six feet in total height unless as permitted Section 17.54.100B.

2. Hedges shall not be more than forty-two inches in the underlying front yard setback.

3. Property owners shall ensure compliance with the Traffic Sight Obstruction requirements in Chapter 10.32 of the Oregon City Municipal Code.

4. It is unlawful for any person to erect any electric fence or any fence constructed in whole or in part of barbed wire or to use barbed wire, except as erected in connection with security installations at a minimum height of six feet, providing further that prior written approval has been granted by the city Manager.

B. Exception. Fence, hedge, wall, or other obstructing vegetation on retaining wall. When a fence, hedge, wall, or other obstructing vegetation is built on a retaining wall or an artificial berm that is not adjacent to or abutting a public right-of-way, the following standards shall apply:

1. When the retaining wall or artificial berm is 30 inches or less in height from the finished grade, the maximum fence or wall height on top of the retaining wall shall be six feet.

2. When the retaining wall or earth berm is greater than thirty inches in height, the combined height of the retaining wall and fence or, wall from finished grade shall not exceed eight and one-half feet.

3. Fences, hedges or walls located on top of retaining walls or earth berms in excess of eight and one-half feet in height shall be setback a minimum of two feet from the edge of the retaining wall or earth berm below and shall not exceed a combined height of eight and one-half feet.

4. An alternative height or location requirement may be approved within a land use process for all non-single-family and two-family residential properties. The fence, hedge or wall shall be compatible with the adjacent neighborhood and achieve the same intent of the zoning designation and applicable site plan and design review process. In no case may the fence, hedge or wall exceed eight feet in height without approval of a variance.

Finding: Complies as Proposed. The applicant proposes to construct an 8-foot tall wall along the street frontages of the proposed expansion area. The wall will have the appearance of brick and will provide some articulation with vertical posts. For security and safety reasons, the applicant has also proposed to install three

strands of barbed wire on the inside of the top of the wall, angled toward the substation. The barbed wire will not be visible from Main Street.

CHAPTER 12.04 – STREETS, SIDEWALK, AND PUBLIC PLACES

See section 17.56.010.A.3, 17.62.050.A.18

CHAPTER 12.08 - PUBLIC AND STREET TREES

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 with Condition. The applicant has not proposed to install street trees within the public ROW. Main Street currently has no planter strip; the sidewalk is 5-foot curb tight. 17th Street includes existing street trees behind the sidewalk. 18th Street has a 4-foot planter strip with no street trees. The applicant must provide street trees along the frontage, or plant elsewhere through planting or a fee in lieu where street tree placement is impracticable. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 9.**

12.08.015.A *One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage. The community development director may approve an alternative street tree plan if site or other constraints prevent meeting the placement of one street tree per thirty-five feet of property frontage.*

Finding: Complies with Conditions. The applicant has not proposed to install street trees within the public ROW. The applicant shall therefore submit a revised plan prior to building permit issuance that complies with the requirements of this subsection. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 9.**

12.08.015.B *The following clearance distances shall be maintained when planting trees:*

1. *Fifteen feet from streetlights;*
2. *Five feet from fire hydrants;*
3. *Twenty feet from intersections;*
4. *A minimum of five feet (at mature height) below power lines.*

12.08.015.C *All trees shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications.*

12.08.015.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.*

12.08.020 - *Street tree species selection.*

The community development director may specify the species of street trees required to be planted if there is an established planting scheme adjacent to a lot frontage, if there are obstructions in the planting strip, or if overhead power lines are present.

Finding: Complies with Condition. The applicant has not proposed to install street trees along the frontage of the site within the ROW. Prior to issuance of permits associated with the proposed development the applicant shall submit documentation demonstrating the street trees comply with the planting requirements identified in OCMC 12.08.015 and 020. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 9.**

12.08.035 - Public tree removal.

Finding: A street tree on 17th Street was recently removed, but there is no record of a street tree removal permit. The findings and conditions for street tree planting above will suffice for replacement of this tree.

12.08.040 - Heritage Trees and Groves.

Finding: Not Applicable. The applicant does not have any designated heritage trees or groves onsite and did not propose and is not required to designate any trees.

12.08.045 - Gifts and funding.

Finding: Not Applicable. The applicant has not proposed and the City has not required any gift or funding for street trees.

12.08.050 - Violation—Penalty.

Finding: Not Applicable. This application does not include a violation.

CHAPTER 13.12 STORMWATER CONVEYANCE, QUANTITY AND QUALITY

13.12.050 Pursuant to each of the subsections below, proposed activities may be required to meet the performance standards for stormwater conveyance, stormwater quantity or stormwater quality.

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: Complies as Proposed. Proposed improvements are below threshold for stormwater management requirements.

13.12.050.B. Stormwater Quantity Control. The stormwater quantity control requirements of this chapter shall apply to the following proposed activities, uses or developments:

13.12.050.B.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 seven-year period;

Finding: Not Applicable. The site has been approved as exempt from Natural Resource Overlay District requirements through NR 1-07.

13.12.050.B.2 Activities that create more than two thousand square feet of impervious surface, cumulated over any given seven year period; or

13.12.050.B.3 Redevelopment of a commercial or industrial land use that will disturb more than five thousand square feet of existing impervious surface. This five thousand square foot measurement cumulates over any given seven year period;

Finding: Complies as Proposed. Proposed improvements are below threshold for stormwater management requirements.

13.12.050.B.4 An exemption to the stormwater quantity control requirements of this chapter will be granted in the following circumstances:

- a. The development site discharges to a stormwater quantity control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater, or,
- b. The development site discharges to one of the following receiving bodies of water: 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

Finding: Not Applicable. Exemption not required.

13.12.050.C. *Stormwater Quality Control. The stormwater quality control requirements of this chapter shall apply to the following proposed activities, uses or developments:*

13.12.050.C.1. *Category A. Activities subject to general water quality requirements of this chapter:*

- a. The construction of four or more single-family residences;*
- b. 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 seven year period; or*
- c. Activities that create more than eight thousand square feet of new impervious surface for other than a single-family residential development. This eight thousand square foot measurement will be considered cumulative for any given seven year period;*
- d. An exemption to the stormwater quantity control requirements of this subsection will be granted if the development site discharges to a stormwater quality control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater.*

Finding: Complies as Proposed. Proposed improvements are below threshold for stormwater management requirements.

13.12.050.C.2 *Category B. 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 contained in the Public Works Stormwater and Grading Design Standards:*

- a. Fuel dispensing facilities;*
- b. Bulk petroleum storage in multiple stationary tanks;*
- c. Solid waste storage areas for commercial, industrial or multi-family uses;*
- d. Loading and unloading docks for commercial or industrial uses; or*
- e. Covered vehicle parking for commercial or industrial uses.*

Finding: Not Applicable. The proposed work does not include these elements.

13.12.050.C.3 *Category C. Clackamas River Watershed. In addition to any other applicable requirements of this chapter, any development that creates new waste discharges and whose stormwater runoff may directly or indirectly flow into the Clackamas River is subject to additional requirements associated with Oregon Administrative Rules (OAR) 340-41-470 (Thee Basin Rule).*

Finding: Not Applicable. No new waste discharges or new stormwater flow will occur with this development.

CHAPTER 15.48 – GRADING, FILLING AND EXCAVATING

Finding: Complies with Condition. Standard condition has been included to ensure compliance with grading permit requirements at time of construction.

CHAPTER 17.41 – TREE PROTECTION STANDARDS

17.41.020 *Tree Protection – Applicability.*

Finding: Applicable. This Site Plan and Design Review application requires compliance with OCMC 17.41.

17.41.050-125 *Tree Removal*

17.41.050 - Tree Protection – 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 section 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 17.41.080-100; or*
- C. *Option 3 – Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to section 17.41.110-120.; 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 80% of minimum density with reduction of lot size; or*
- (2) Preclude meeting minimum connectivity requirements for subdivisions.*

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 6" DBH (minimum 4.5 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:
2 inch caliper deciduous, or
6 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 6" DBH (minimum 4.5 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).

Finding: Complies with Condition. There are two existing trees on the subject property that are proposed to be removed to accommodate the expansion of the substation. The trees are a 42" dbh Cherry tree and 18" dbh Hawthorn. Neither tree is identified as a heritage tree. Both of the trees are located within the construction area for the substation expansion (inside of the wall). According to the arborist's report, the trees are mature and in fair health, but showing signs of decay. Given the minimal area that will be available outside of the new wall to accommodate planting new trees, the applicant proposes to pay a fee in lieu of planting to mitigate for the removal of the two trees as authorized by 17.41.1. Based on the size of the two trees to be removed within the construction area, the in lieu fee is estimated at \$2,121 (code replacement requirement of 7 trees X \$303 per tree). The applicant shall pay the in lieu fee prior to final building inspections. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 10.**

17.41.130. Regulated Tree Protection Procedures During Construction.

Response: There are four existing trees planted on PGE property to the south side of the existing substation abutting 17th Street (see Landscape Plan). The initial application submitted on July 2, 2015 proposed a new underground utility line extending out of the substation in proximity to these four trees. To avoid removal or disturbance of these existing trees, PGE has revised the plan to shift the location of the underground utility line further east. There is another existing tree within the public right-of-way near the corner of Main and 18th Street. This tree is located well outside of the construction area and will not be disturbed. PGE proposes to install appropriate tree protection fencing around the five existing trees as required. Prior to issuance of a construction-related permits, the applicant shall verify that tree protection measures are in place through an inspection. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 11.**

CHAPTER 17.42 FLOOD MANAGEMENT OVERLAY DISTRICT

17.42.160 Flood management area standards.

A. Uses Permitted Outright:

1. Excavation and fill required to plant any new trees or vegetation.
2. Restoration or enhancement of floodplains, riparian areas, wetland, upland and streams that meet federal and state standards provided that any restoration project which encroaches on the floodway complies with the requirements of Section 17.42.190 (Floodways).

B. Provisional Uses.

1. All uses allowed in the base zone or existing flood hazard overlay zone are allowed in the flood management overlay district subject to compliance with the development standards of this section.

C. Prohibited Uses.

1. Any use prohibited in the base zone;
2. Uncontained areas of hazardous materials as defined by the Department of Environmental Quality.

Finding: Applicable. The proposed use is a provisional use.

E. Site Development Standards. All development in the floodplain shall conform to the following balanced cut and fill standards:

1. *This subsection 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.*
2. *No net fill in any floodplain is allowed. All fill placed in a floodplain shall be balanced with at least an equal amount of soil material removed. For the purposes of calculating net fill, fill shall include any structure below the design flood elevation that has been floodproofed pursuant to subsection (E)(5) of this section.*
3. *Any excavation below bankfull stage shall not count toward compensating for fill.*
4. *Excavation to balance a fill shall be located on the same parcel as the fill unless it is not practicable to do so. In such cases, the excavation shall be located in the same Oregon City floodplain, so long as the proposed excavation and fill will not increase flood impacts for surrounding properties as determined through hydrologic and hydraulic analysis.*
5. *For excavated areas identified by the city to remain dry in the summer, such as parks or mowed areas, the lowest elevation of the excavated area shall be at least six inches above the winter "low water" elevation, and sloped at a minimum of two percent towards the protected water feature pursuant to Chapter 17.49. One percent slopes will be allowed in smaller areas.*
6. *For excavated areas identified by the city to remain wet in the summer, such as a constructed wetland, the grade shall be designed not to drain into the protected water feature pursuant to Chapter 17.49.*
7. *Parking areas in the floodplain shall be accompanied by signs that inform the public that the parking area is located in a flood management area and that care should be taken when the potential for flooding exists.*
8. *Temporary fills permitted during construction shall be removed at the end of construction, thirty days after subdivision acceptance or completion of the final inspection.*
9. *New culverts, stream crossings and transportation projects shall be designed as balanced cut and fill projects or designed not to significantly raise the design flood elevation. Such projects shall be designed to minimize the area of fill in flood management areas and to minimize erosive velocities. Stream crossings shall be as close to perpendicular to the stream as practicable. Bridges shall be used instead of culverts wherever practicable.*
10. *Excavation and fill required for the construction of detention facilities or structures, and other facilities, such as levees, specifically shall be designed to reduce or mitigate flood impacts and improve water quality. Levees shall not be used to create vacant buildable lands.*

Finding: Complies with Condition. The applicant submitted preliminary cut and fill calculations that demonstrate no net fill. Prior to issuance of building permits the applicant shall submit final cut and fill calculations that include any new equipment (not just foundations) that is within the flood management overlay district. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 12.**

Construction Standards.

1. Anchoring.

- a. *All new construction and substantial improvements shall be anchored to prevent flotation, collapse or lateral movement of the structure.*
- b. *All manufactured homes must likewise be anchored to prevent flotation, collapse or lateral movements and shall be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors (reference FEMA's "Manufactured Home Installation in Flood Hazard Areas" guidebooks for additional techniques).*

Finding: The applicant did not submit full construction drawings. Building permit review will ensure this standard is met.

2. Construction Materials and Methods.

- a. All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.*
- b. All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.*
- c. Electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities shall be designed and/or otherwise elevated or located so as to prevent water from entering or accumulating within the components during conditions of flooding.*

Finding: The applicant did not submit full construction drawings. Building permit review will ensure this standard is met.

3. Utilities.

- a. All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of floodwaters into the system.*
- b. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters.*
- c. On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.*

Finding: Not Applicable. This project does not include any of these types of utilities.

5. Nonresidential Construction.

- a. New construction and substantial improvement of any commercial, industrial or other nonresidential structure shall either have the lowest floor, including basement, elevated to at least one foot above base flood elevation; or, together with attendant utility and sanitary facilities, shall:*
 - i. Be floodproofed so that below the design flood level the structure is watertight with walls substantially impermeable to the passage of water provided that the requirements of subsection (D)(2) of this section are met;*
 - ii. Have structured components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;*
 - iii. Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on their development and/or review of the structural design, specifications and plans. Such certifications shall be provided to the official as set forth in Section 17.42.110(B);*
 - iv. Nonresidential structures that are elevated, not floodproofed, must meet the same standards for space below the lowest floor as described in subsection (E)(4)(b) of this section; and*

Finding: Not Applicable. No new buildings are proposed.

CHAPTER 17.50 ADMINISTRATION AND PROCEDURES

Finding: Complies as Proposed. Consistent with the requirements of this section, this application for a Conditional Use Permit and Site Plan and Design Review is processed through a Type III process. A pre-application conference was held on May 13, 2014, prior to the submission of this application (PA 14-05). As required by OCMC 17.50.055, the applicant contacted the Neighborhood Association and provided the associated notes as part of its application.

The City provided appropriate notice pursuant to OCMC 17.50.090 and the applicant posted signs on the property consistent with OCMC 17.50.100. Notice of the public hearings for the proposal was mailed to property owners within 300 feet of the subject site on October 14, 2014, and to the Two Rivers Neighborhood Association. The notice was advertised in the Clackamas Review 20 days prior to the public hearing, and the site was posted with land use notification signs as required on October 19, 2014. The notice requested comments and indicated that interested parties could testify at the public hearing or submit written comments prior to or at the hearing. Prior to the release of this staff report, no public comments were submitted.

III. SUMMARY OF COMPLIANCE WITH APPLICABLE CRITERIA

Staff has reviewed the criteria for files CU 15-01, SP 15-10, provided findings that the criteria have been met or can be met with conditions of approval and recommends the Planning Commission approve the application with the conditions identified within this report.

The Planning Commission may choose to agree or disagree with the findings and revise the findings and/or conditions of approval as needed.

IV. EXHIBITS

The following exhibits are attached to this staff report.

1. Recommended Conditions of Approval for CU 15-01/ SP 15-10,
2. Applicant's Submittal – See Full Packet at <http://www.orcity.org/planning/landusecase/cu-15-01-conditional-use-and-sp-15-10-site-plan-design-review>
3. Vicinity Map
4. Historic Resource Inventory Forms for 309 17th St.
5. Photos of existing landscaping screening

Exhibit 1. Recommended Conditions of Approval**CU 15-01: Conditional Use, SP 15-10: Site Plan and Design Review**

1. Project shall comply with Engineering Policy 00-01 and all applicable City of Oregon City design standards. (DS)
2. Prior to final occupancy, Applicant shall execute a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water and/or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement. (DS)
3. Dedicate right-of-way along Main Street frontage to achieve 40 feet from centerline (as depicted on tax map 03-2S2E29CB). (DS)
4. The ADA ramp area at the corner of Main Street and 18th Street, and sidewalk along the site frontage shall be modified as necessary to meet current ADA standards. (DS)
5. Right-of-way, Grading and Erosion Control permits, as warranted, shall be obtained prior to commencement of construction. (DS)
6. Prior to permit issuance, Applicant shall submit the proposed development plans to Clackamas County Fire District No. 1 for review, and shall install any required fire protection. (F)
7. The applicant shall add landscaping along the outside of the chain link fence on 17th Street near the existing property line that border 309 17th Street. The landscaping shall be added to the site plan for building permit issuance and shall adequately screen the property. (P)
8. Prior to issuance of building permits, the applicant shall better describe the lighting fixtures or submit cut sheet for the lighting fixtures to ensure compliance with this standard. (P)
9. The applicant must provide street trees along the Main Street and 18th Street frontages, or plant elsewhere through planting or a fee in lieu where street tree placement is impracticable. Prior to issuance of permits associated with the proposed development the applicant shall submit documentation demonstrating the street trees comply with the planting requirements identified in OCMC 12.08.015 and 020. (P)
10. Based on the size of the two trees to be removed within the construction area, the in lieu fee is estimated at \$2,121 (code replacement requirement of 7 trees X \$303 per tree). The applicant shall pay the in lieu fee prior to final building inspections. (P)
11. Prior to issuance of a construction-related permits, the applicant shall verify that tree protection measures are in place through an inspection. (P)
12. Prior to issuance of building permits the applicant shall submit final cut and fill calculations that include any new equipment (not just foundations) that is within the flood management overlay district. (B, DS)

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

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

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

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

Conditional Use Application

Abernethy Substation



Submitted on behalf of:



Portland General Electric

Submitted by:



921 SW Washington Street
Suite 468
Portland, Oregon 97205
503-224-6974

September 14, 2015

PGE Abernethy Substation
Conditional Use/Site and Design Review

Contacts

Applicant:	Portland General Electric (PGE) 121 SW Salmon Street Portland, OR 97204 Project Manager: James Vondenkamp Phone: 503.464.7383 Email: james.vondenkamp@pgn.com
Applicant Representative:	Mary Dorman Angelo Planning Group 921 SW Washington Street, Suite 468 Portland, Oregon 97205 Phone: 503.227.3661 Email: mdorman@angeloplanning.com

Application Summary

Subject Property:	306 & 308 18 th Street (22E29CB- Tax Lots 1500 and 2000) Oregon City, OR 97045
Site Size:	27,422 SF
Current Zoning Designation:	Mixed Use Downtown (MUD)
Application Submitted for:	Conditional Use/Site and Design Review

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I. PROJECT DESCRIPTION

Portland General Electric (PGE) is requesting Planning Commission approval of a conditional use permit and site/design review to expand the existing Abernethy substation located at 306 18th Street in Oregon City. The substation was built in the late 1950's. The population and employment base in Oregon City has grown significantly in the years since the substation was built. Increasing substation capacity is necessary in order to add capability into the power delivery system, increase system reliability, meet the demands of growth and continue to provide reliable and safe power to serve Oregon City and surrounding areas now and into the future.

Under current conditions at the substation, there is a risk that continued load growth will push the Abernethy transformer beyond its nameplate rating under contingency. Additionally, surrounding PGE substations (particularly Mt Pleasant) are heavily loaded during peak seasons. Nameplate rating is an actual nameplate on the transformer from the manufacturer that says the load that transformer is designed and built for. If a nameplate rating is exceeded frequently, the internal breakdown of that transformer accelerates. PGE avoids exceeding nameplate ratings to maintain the integrity and reliability of the equipment, so there is spare capacity for growth, special agreements with customers, weather emergencies, or to back up other area transformers that are connected through area circuits. PGE system and planning engineers juggle all of these requirements and constantly monitor the system.

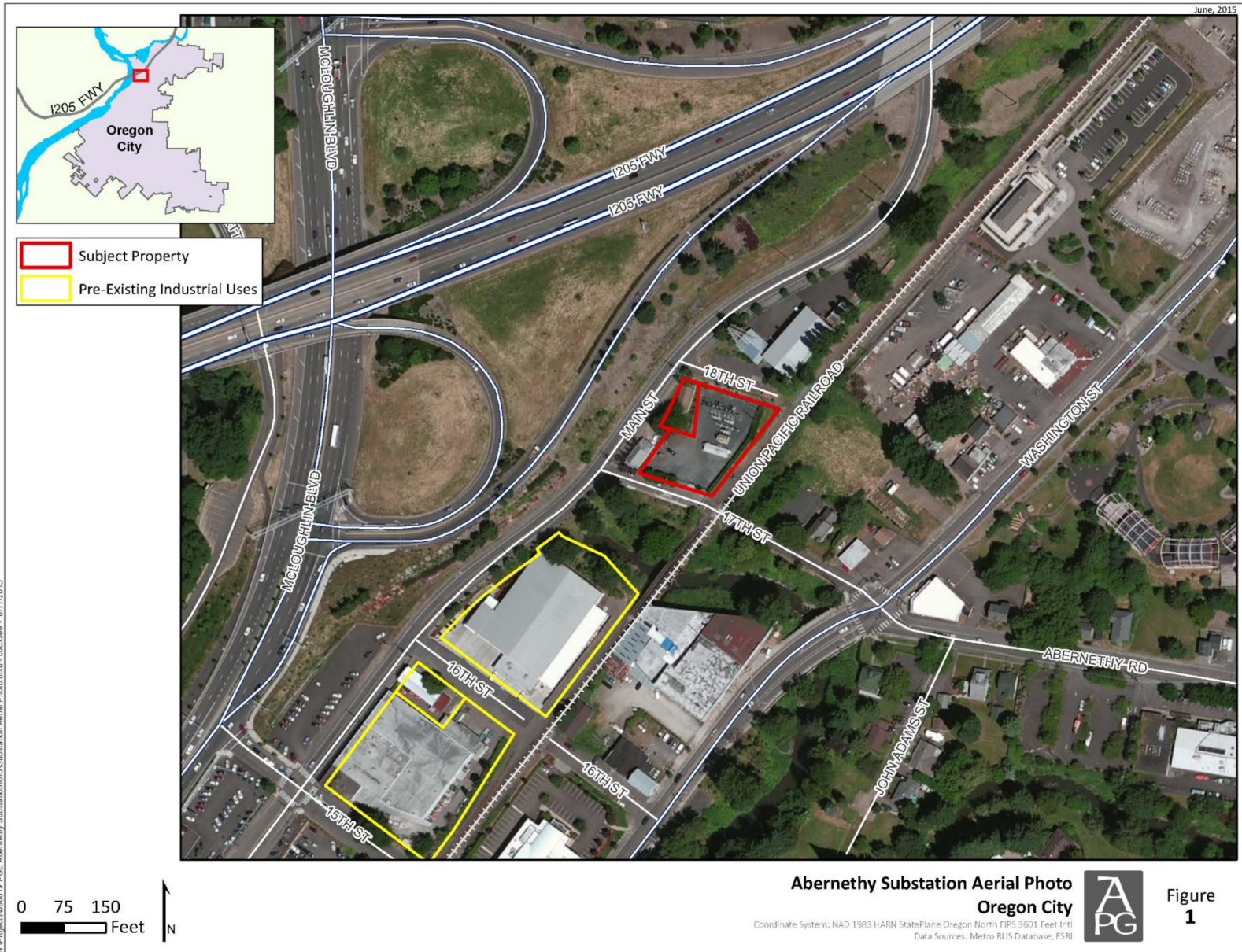
In 2014, PGE completed a study to determine the best way to mitigate loading concerns for the Abernethy WR1 transformer, the Mt Pleasant WR2 transformer, and associated feeders for normal loading and contingent conditions. A transformer and feeder addition at Abernethy was identified as the recommended option to mitigate the loading concerns. The addition of a new transformer and feeder at Abernethy substation will allow for Abernethy substation to serve loads predominantly between Abernethy and Mt Pleasant substation. Mt Pleasant substation will then be able to serve the denser areas south of the substation. Stronger area ties between Abernethy substation and Mt Pleasant substation will allow for loads in the study area to be picked up under contingency, even during seasonal peak periods, and increase overall system reliability.

In 2014, an adjacent parcel to the west of the Abernethy substation (308 18th Street) was purchased by PGE and the dwelling demolished to make room for the proposed substation expansion. **Figure 1** shows an aerial photo of the subject property and the contiguous tax lots owned by PGE.

Appendix A includes the plans to support the application narrative. The plans are referenced as follows in the application findings:

- A-1: Site Plan
- A-2: General Layout
- A-3: Lighting Plan
- A-4: Lighting Plan (contours)
- A-5: Landscape Plan

Existing electrical equipment and fencing is shown in black on the Site Plan and General Layout plans, with new electrical equipment and a new segment of wall shown in blue. As shown on the plans, the majority of the new electrical equipment, including the second transformer, will be located within the existing fenced area. Pending approval of land use permits, PGE expects to begin construction on the Abernethy substation expansion in early 2016.



II. GENERAL INFORMATION

Location and Land Characteristics

The Abernethy substation is located north of the downtown area of Oregon City. PGE owns two contiguous tax lots that comprise the “subject property” for this application:

- Map #22E29CB – 01500 (approximately 23,522 square feet)
- Map #22E29CB-02000 (approximately 3,920 square feet)

The existing substation facilities are located on Tax Lot 1500 and the majority of the new equipment will be located inside the existing substation fence on this tax lot (see plans in **Appendix A**). PGE is proposing to expand the footprint of the substation to the west to include Tax Lot 2000.

The subject property is bounded by transportation facilities on four sides:

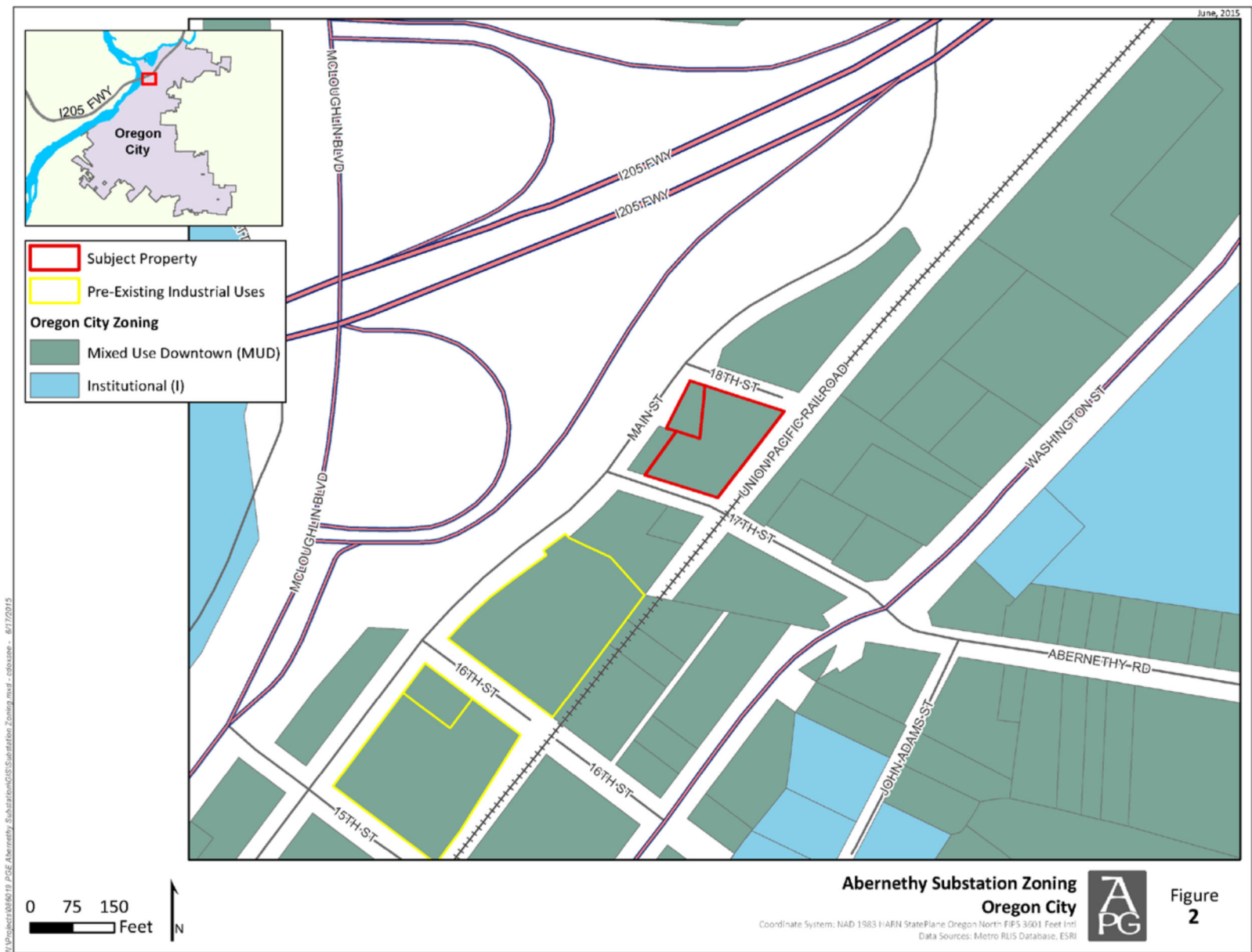
- South – 17th Street
- North – 18th Street
- East – UP Rail Corridor
- West – Main Street & I-205 berm

The subject property is level and is at an elevation of about 50 feet Mean Sea Level (MSL). The topography drops to about 30 feet MSL to the south side of 17th Street and there is a railroad trestle over the creek. The height of the berm adjacent to I-205 on the west side of Main Street is approximately 70 feet MSL.

Zoning History

Figure 2 shows existing zoning for the subject property and surrounding parcels. The subject property is included in the Mixed Use Downtown (MUD) zoning district. This zoning implements the Mixed Use Downtown designation on the Comprehensive Plan Map.

The existing substation was built in the late 1950's. Oregon City first adopted zoning in 1953. There is no record of a land use approval for the existing substation and the use is considered a legal non-conforming use. Zoning for the substation and the larger area north of downtown was Industrial until 2004. Public utilities, including substations, were listed as a permitted use in the Industrial zone. Oregon City adopted a legislative plan amendment and zone change in 2004 and applied the Mixed Use Downtown zoning district to the downtown area and parcels north of downtown, including the PGE parcel. Public utilities such as substations are listed as a conditional use in the Mixed Use Downtown zone and the Oregon City Code does not allow expansion of a legal non-conforming use. Therefore, approval of the requested conditional use permit application is required for the proposed expansion of PGE's Abernethy substation.



When Oregon City applied the new Mixed Use Downtown zoning in 2004, special provisions were included for industrial uses on the following tax lots:

Map #22E20DD, Tax Lot 5400

Map #22E30DD, Tax Lots 100 & 200

Map #22E29CB, Tax Lot 700

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. Three of the four tax lots with special provisions for industrial uses are in close proximity to the Abernethy substation and are shown (in yellow) on **Figure 2**.

Public Utilities and Streets

Electrical power substations are a “low impact” use in terms of public facilities and streets. No employees are based at the site and public water and sewer service is not required. The substation is monitored remotely and traffic impacts associated with the utility use are minimal.

The substation is accessed from existing driveways (gated) on 17th and 18th Streets and the proposed expansion will not change the existing driveways or access.

The following excerpts are taken from the full comments regarding public utilities and streets in the Pre-Application Summary (see **Appendix B-2**).

Streets

1. The proposed development includes frontage on Main Street, which is classified as a collector street (mixed-use).
2. The existing right-of-way (ROW) on the portion of Main Street fronting the proposed development is 60’ and the pavement is approximately 34’ wide with two travel lanes and two bike lanes. The street has curb and gutter and 5’ sidewalk curb tight sidewalk.
3. The street is fully developed in this fashion for some distance. It appears that the applicant could make the case that no improvements are needed in order to match the existing development. Note: Following the pre-application conference, city staff indicated that while street improvements are not required for this project, dedication of right of way (a minimum of 40 feet from the centerline of Main Street to the property line) will be required as a condition of approval. The required area of dedication is shown on the Site Plan (see **Appendix A-1**).
4. The proposed development includes frontage on 17th and 18th Street, which are classified as local streets (mixed-use).

5. The existing right-of-way (ROW) on the portion of 17th Street fronting the proposed development is 40' and the pavement is approximately 25' wide with two travel lanes. The street has curb and gutter and 5' sidewalk curb tight sidewalk. There is an uncontrolled railroad crossing.
6. The existing right-of-way (ROW) on the portion of 18th Street fronting the proposed development is appears to be 40' and the pavement is approximately 18' wide with two travel lanes. The street has curb and gutter, 4' planter strip and 4' sidewalk. The street is only one block long and dead ends at the railroad tracks.
7. Both streets are fully developed in this fashion, and 18th Street dead ends at the railroad tracks. It appears that the applicant could make the case that no improvements are needed in order to match the existing development.

Water

8. There is an 8" water line installed in Main Street, and a 6" water line on 17th Street.
9. It is assumed that the only water service that may be required would be for irrigation. Appropriate backflow devices would be needed.
10. No public water improvements are anticipated.

Sanitary Sewer

11. There is an 8" PVC sanitary sewer pipe installed in Main Street, and on 18th Street.
12. No public sanitary sewer improvements are anticipated.

Natural Resources

Following the pre-application conference, staff confirmed that the proposed development was not located within the geologic hazard overlay or the natural resource overlay district (NROD). Therefore, code provisions relating to those overlays are not applicable to the proposed substation expansion.

As shown on the Site Plan (see **Appendix A-1**), the subject property is at elevation 50'. This elevation is above the 100-year floodplain elevation of 48' as shown on the FEMA flood insurance maps dated June 17, 2008. However, the subject property is within the area of inundation (50.7') for the February 1996 flood.

PGE looked up old system records and confirmed that they were able to keep the Abernethy substation in service during the February 1996 flood. The site surface was flooded but water never got high enough to require an outage for overhead transmission service into the site or neighborhood 13kV service out of the substation.

PGE understands that no net fill in any floodplain is allowed. PGE has coordinated with city staff to determine what equipment or development is included in the cut & fill calculation. Staff confirmed that the demolition of the dwelling that was previously located on the subject property could be counted toward the “cut.”

Appendix D includes the preliminary engineering calculations to document that the proposed development results in a “net” cut of approximately 100 cubic yards below the 1996 flood elevation of 50.7’ and is in compliance with the standards in Chapter 17.42 (Flood Management Overlay District). The calculations were updated on September 1, 2015 to reflect the proposed construction of a wall instead of a chain link fence along the west and north sides of the proposed expansion area.

Neighborhood Meeting

On April 22, 2015, PGE staff Jim Vondenkamp and Mark Lindley attended the regular meeting of the Two Rivers Neighborhood Association and made a presentation on the proposed expansion of the Abernethy substation. At the April 22nd meeting, PGE presented photos of “decorative” black chain link fence with art installed at an urban substation in Portland and proposed a similar treatment for the expanded portion of the Abernethy substation facing Main Street. A copy of the minutes and sign-in sheet from the meeting is included in **Appendix C-1**. Following a motion by Jerry Herrmann, the Two Rivers NA gave full support for PGE’s proposed expansion of the substation at 18th & Main Streets.

After the neighborhood meeting, PGE refined the approach to landscaping and screening. First, code standards require landscaping for the substation expansion, particularly for the area visible from the public right-of-way. With a minimal strip (5 feet) available for landscaping in front of the proposed chain link fence, PGE proposed planting shrubs that would grow up to completely screen the fence. Therefore, PGE decided that it didn’t make sense to use the decorative fencing with art if it would be completely obscured by the mature hedge within 5-10 years.

During the completeness review of the initial application submittal (July 2, 2015) staff indicated that they would not recommend approval of a variance to use chain link fencing for the substation expansion toward Main Street. Based on that guidance, PGE decided to modify the plans to substitute an 8-foot wall for the 8-foot chain link fence. PGE also talked with staff about the possibility of extending the landscape area in front of the wall by about 5 feet into the wide, unimproved public right-of-way. As shown on the revised photo simulation (see Figure 3) and Landscape Plan (see Appendix A-5), PGE now proposes to plant a mix of vertical and horizontal elements instead of a continuous hedge in a 10-foot planting area to soften the visual impact of the wall from Main Street.

III. COMPLIANCE WITH OREGON CITY ZONING ORDINANCE

Applicable Procedures & Code Sections

PGE representatives attended a pre-application conference with staff planner Kelly Moosbrugger on March 18, 2015 to discuss the proposed substation expansion. Based on a review of the preliminary plans for the expansion, Ms. Moosbrugger indicated that the proposed expansion would require a Type III conditional use/site plan/design review. PGE understands that the following steps are associated with a Type III land use application.

- Pre-Application Conference (see materials in **Appendix B**).
- Neighborhood Meeting (see materials in **Appendix C**).
- Review of Application for Completeness
- Public Notice of Application (including mailed, posted and newspaper notice)
- Public Comment
- Staff Report
- Public Hearing before Planning Commission
- Notice of Planning Commission decision
- Opportunity for appeal to the City Commission and potentially to the Land Use Board of Appeals

Following the pre-application conference, Ms. Moosbrugger provided a template of all relevant plan and code sections that must be addressed in the application. All the code sections are included in this narrative and highlighted in *italic type*, with responses provided to explain why the proposed substation expansion complies with the relevant code section.

PGE submitted the application on July 2, 2015. On July 28, 2014 – city staff determined that the application was incomplete for the following reasons:

- Fees were calculated improperly, with a remaining balance due.
- A request for chain link fence requires a variance, code responses and an additional fee. Staff indicated that they would not support a variance and strongly recommended that PGE consider a different option (such as a wall).
- Clarify if two trees to be removed are inside or outside of the “construction area.”
- Provide code responses to Chapter 17.54.100 – Fences.
- Request for barbed wire will be reviewed by the Planning Commission. (Note: the barbed wall will not be installed on the top of the wall, but will instead be angled to the inside of the substation. The barbed wire will not be visible from Main Street).

The application narrative and plans have been revised to address the items identified as “incomplete” in the July 2nd submittal.

The proposed substation expansion does not include buildings, parking facilities or other types of improvements that are the focus of many of the site plan/design review standards.

Therefore, many of the responses indicate that the referenced code provisions are not applicable.

Chapter 17.34 “MUD” – Mixed Use Downtown District

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;*
- B. *Hotel and motel, commercial lodging;*
- C. *Marinas;*
- D. *Religious institutions,*
- E. *Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores provided the maximum footprint of a free standing building with a single store does not exceed sixty thousand square feet (a free standing building over sixty thousand square feet is allowed as long as the building contains multiple stores);*
- F. *Live/Work Units*

Response: A substation is not identified as a permitted use in the MUD zone. The existing substation was built more than 50 years ago when the north downtown area was zoned for Industrial use. The substation is considered a legal non-conforming use in the MUD zone. However, the City Code does not allow expansion of a legal non-conforming use. Therefore, PGE must proceed with a conditional use/site and design review application for the proposed expansion. The conditional use review applies to the entire subject property (Tax Lots 1500 and 2000) and the site/design review applies to the expansion of the substation footprint onto Tax Lot 2000.

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 17.56.

- A. *Ancillary drive-in or drive-through facilities;*
- B. *Emergency services;*
- C. *Hospitals;*
- D. *Outdoor markets that do not meet the criteria of Section 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;*
- G. *Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies and specialty stores in a free standing 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 substations; (emphasis added)*
- J. Distributing, wholesaling and warehousing;*
- I. Gas Stations*
- K. Public and or private educational or training facilities*
- L. Stadiums and arenas*
- M. Passenger terminals (water, auto, bus, train)*
- N. Recycling center and/or solid waste facility*

Response: A substation is identified as a use that may be permitted in the MUD District when a conditional use permit is approved. The proposed expansion of the “footprint” of the substation onto Tax Lot 2000 triggers the requirement for a conditional use permit. As noted above, if approved by the Planning Commission, the existing substation on Tax Lot 1500 and the proposed expansion onto Tax Lot 2000 will be authorized as an approved conditional use in the MUD zone and the existing substation will no longer be considered a legal non-conforming use.

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 Section 17.34.030;*
- C. Self-service storage;*
- D. Single-Family and two-family residential units*
- E. Motor vehicle and recreational vehicle repair / service*
- F. Motor vehicle and recreational vehicle sales and incidental service*
- H. Heavy equipment service, repair, sales, storage or rental (including but not limited to construction equipment and machinery and farming equipment)*

Response: The Abernethy substation does not and will not include any uses that are prohibited in the MUD District.

17.34.060 Mixed Use Downtown Dimensional Standards—for Properties Located Outside of the Downtown Design District.

- A. Minimum lot area: none.*

Response: The subject property is located outside of the Downtown Design District. While no minimum lot area is specified for the MUD District, the combined lot area for both Tax Lots 1500 and 2000 (27,442 square feet) provides sufficient space to accommodate the new substation equipment and maintain substantial setbacks to the new wall as shown on the Site Plan (see **Appendix A-1**).

B. *Minimum floor area ratio: 0.30.*

Response: Minimum floor area ratios are applied to new buildings. There are no existing or proposed buildings on the subject property. Therefore, the minimum floor area ratio is not applicable to the existing substation or proposed expansion.

C. *Minimum building height: twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.*

Response: This standard only applies to buildings. There are no existing or proposed buildings on the subject property. Therefore, the minimum building height standard is not applicable to the existing substation or proposed expansion.

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.*

Response: This standard only applies to buildings. There are no existing or proposed buildings on the subject site. Therefore, the maximum building height standard is not applicable to the existing substation or proposed expansion.

E. *Minimum required setbacks, if not abutting a residential zone: none.*

Response: The subject property does is not adjacent to a residential zone. Therefore, there are no minimum setbacks required by the MUD zone. However, the conditional use standards for a public utility or communication facility include special setback provisions based on the height of the equipment. The special standards are addressed in Section 17.56.040.C of this narrative.

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.*

Response: The subject property is not adjacent to a residential zone. Therefore, no setbacks are required by the MUD zone. As noted above, the special setbacks for a public utility or communication facility are addressed in Section 17.46.040.C of this narrative.

G. *Maximum Allowed Setbacks.*

1. *Front yard: twenty feet provided the site plan and design review requirements of Section 17.62.055 are met.*

Response: The maximum front yard setbacks are applicable to buildings. There are no existing or proposed buildings on the subject property. Therefore, the maximum front yard setback

standard is not applicable to the existing substation or proposed expansion. As shown on the General Layout (see **Appendix A-2**), the proposed expansion onto Tax Lot 2000 will maintain a 26 foot setback from the new electrical equipment to the property line along the Main Street frontage.

Chapter 17.56 Conditional Uses

17.56.010 Permit--Authorization--Standards--Conditions.

A conditional use listed in this title may be permitted, enlarged or altered upon authorization of the Planning Commission in accordance with the standards and procedures of this title. A conditional use permit listed in this section may be permitted, enlarged or altered upon authorization of the Planning Commission in accordance with the standards and procedures of this section. Any expansion to, alteration of, or accessory use to a conditional use shall require Planning Commission approval of a modification to the original conditional use permit.

Response: The Abernethy substation was built on Tax Lot 1500 more than 50 years ago when the site was zoned for Industrial use. No conditional use permit was required and the substation is recognized as a legal non-conforming use. PGE is proposing an expansion of the substation and related electrical equipment onto Tax Lot 2000. Oregon City's code does not allow expansion of a legal non-conforming use. Approval of a conditional use permit is required for the expansion since the substation is listed as a conditional use in the MUD District. If approved by the Planning Commission, the existing substation and the proposed expansion will be recognized as an approved conditional use in the MUD zone and will no longer be considered a legal non-conforming use.

A. *The following conditional uses, because of their public convenience and necessity and their effect upon the neighborhood shall be permitted only upon the approval of the Planning Commission after due notice and public hearing, according to procedure as provided in Chapter 17.50. The Planning Commission may allow a conditional use, provided that the applicant provides evidence substantiating that all the requirements of this title relative to the proposed use are satisfied, and demonstrates that the proposed use also satisfies the following criteria:*

1. *The use is listed as a conditional use in the underlying district;*

Response: A substation is listed as a conditional use in the underlying MUD district (see 17.34.030.I). Therefore, this criterion is met.

2. *The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features;*

Response: PGE built the Abernethy substation at this location more than 50 years ago and the substation has operated continuously since that time. While the substation site is smaller than

many PGE substations, it exhibits many characteristics that are suitable for the existing use and the proposed modest expansion, including the following:

- Adequate site size and shape to accommodate electrical equipment with required safety clearances
- Spacing relative to existing substations
- Proximity to transmission lines and feeders
- Central location to serve the electrical load growth
- Level site topography
- Compatible surrounding uses – including streets on three sides, the UP rail corridor, the I-205 freeway and ramps, and established industrial uses between 15th and 17th Streets.

3. *Development shall demonstrate compliance with Chapter 12.04 - Streets, Sidewalks and Public Places.*

Response: As confirmed in the Pre-Application meeting notes from the City Engineer (see **Appendix B-2**), the proposed expansion of the Abernethy substation does not trigger a requirement for street improvements. PGE understands that right-of-way dedication will be required to provide a minimum of 40 feet from the centerline of Main Street to the property line of 308 18th Street. The right-of-way dedication area is shown on the Site Plan (see **Appendix A-1**).

4. *The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs or precludes the use of surrounding properties for the primary uses listed in the underlying district;*

Response: The Abernethy substation is an existing use that has operated continuously at this location for more than 50 years. The location is well-suited to the substation use with the proximity to the active railroad corridor, the close proximity to I-205, and the pre-existing industrial uses in the immediate vicinity. The structure on the corner of 17th & Main Street (a designated historic structure) is operated as a business/office use and is not occupied as a dwelling. Over time, there may be some transition of uses in the North Downtown area, and the Mixed Use Downtown zone permits a wide variety of retail service and commercial uses. However, the segment of Main Street north of 15th Street to the undercrossing of I-205 will never develop as a typical “Main Street” with uses and buildings close to the street on both sides because ODOT owns the right-of-way to the west side of Main Street that is developed with I-205 ramps.

There may be additional traffic (vehicular and pedestrian) along the segment of Main Street adjacent to the proposed substation expansion between the Clackamette Cove and downtown areas with expected development in both of those areas. PGE will dedicate right-of-way at the corner of 18th & Main Street to accommodate streetscape improvements along Main Street if pursued by Oregon City at a future date. However, the wider right-of-way and streetscape

improvements would likely require demolition of the historic structure at the corner of 17th & Main.

The scale of the proposed substation expansion is about 15 percent of the size of the existing substation footprint. Based on the long history of operation, the substation has not substantially limited, impaired or precluded the use of surrounding properties. PGE proposes to plant a mix of vertical and horizontal vegetation in front of the new wall that will provide some screening and buffering of the utility use to pedestrians along Main Street. **Figure 3** provides shows the existing substation and a photo simulation view of the expansion with the new wall and added plantings.



Photo simulations are for discussion purposes only and may change pending public, regulatory and utility review. Vegetation is shown at full maturity.

VIEWPOINT 1

Date	6/4/2015
Time	4:34 PM
Viewing Direction	Southeast

ABERNETHY SUBSTATION



Figure 3

The substation expansion will be designed to meet all applicable state and federal standards and regulations pertaining to electrical safety, clearances, etc. The use does not involve the storage, transportation or disposal of any hazardous materials. Operation of the substation does not generate air emissions, odor, heat or glare. Transformers are the only source of continuous sound generation in an electric utility substation. The new 28 MVA transformer will be a factory-reduced sound level unit that is guaranteed by the manufacturer to produce less than 64dBA, measured 3 feet from the transformer tank. The 64dBA occurs only at heavy transformer loading times such as extreme weather events causing a higher nameplate rating temporarily. During normal operations the settings are lower and far less than 64dBA. This is PGE's standard transformer design and it is being used for future compatibility with other transformers in the PGE system.

At the meeting with the Two Rivers Neighborhood Association, members of the NA commented that there is relatively high background noise at this location with the active rail corridor and traffic noise from I-205. Therefore, the proposed expansion of the Abernethy substation will not alter the character of the surrounding area in a manner that substantially limits, impairs or precludes the use of surrounding properties for primary uses listed in the Mixed Use Downtown (MUD) zone. As shown on **Figure 2**, the MUD zone specifically recognizes continued industrial uses on four tax lots in proximity to the existing substation.

5. *The proposal satisfies the goals and policies of the City Comprehensive Plan which apply to the proposed use.*

Goal 2.2: Downtown Oregon City

Develop the Downtown area (which includes the historic downtown area, the "north end" of the downtown, Clackamette Cove, and the End of the Oregon Trail area) as a quality place for shopping, living, working, cultural and recreational activities, and social interaction. Provide walkways for foot and bicycle traffic, preserve views of Willamette Falls and the Willamette River, and preserve the natural amenities of the area.

Response: As noted earlier in the narrative, PGE has operated the Abernethy substation at this location for more than 50 years. The zoning of the "north end" of downtown has transitioned over time from the historical emphasis on industrial uses to the more recent emphasis on mixed uses. The subject site is not located in an area that provides views of the Willamette Falls or the Willamette River. The frontage of Main Street adjacent to the subject site is improved with a sidewalk. The public right-of-way for Main Street is irregular and PGE will dedicate the right-of-way needed to assure 40 feet from the center line to accommodate future streetscape improvements if they are pursued by the City.

Goal 2.4 Neighborhood Livability

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

Response: The existing Abernethy substation is not located in an established residential neighborhood. The character of the “north end” of downtown is mixed, with industrial uses, institutional uses (including the End of the Oregon Trail, the rail depot and Metro’s waste transfer station), some offices and scattered dwellings. The substation has operated at this location for more than 50 years and provides power to serve the full range of land uses in the area north of downtown and the larger service area.

Goal 11.7: Non-City Utility Operations

Coordinate with utilities that provide electric, gas, telephone and television cable systems, and high speed internet to Oregon City residents to ensure adequate service levels.

Response: PGE regularly coordinates with the City of Oregon City on utility and development plans. PGE is proceeding with the proposed expansion of the Abernethy substation to ensure maintenance and improvement of adequate electrical service for residential, business and institutional uses in Oregon City.

- B. Permits for conditional uses shall stipulate restrictions or conditions which may include, but are not limited to, a definite time limit to meet such conditions, provisions for a front, side or rear yard greater than the minimum dimensional standards of the zoning ordinance, suitable landscaping, off-street parking, and any other reasonable restriction, condition or safeguard that would uphold the spirit and intent of the zoning ordinance, and mitigate adverse effect upon the neighborhood properties by reason of the use, extension, construction or alteration allowed as set forth in the findings of the planning commission.*

Response: PGE understands that the Planning Commission may stipulate reasonable restrictions or conditions as part of the public hearing process and conditional use review.

- C. Any conditional use shall meet the dimensional standards of the zone in which it is to be located pursuant to subsection B of this section unless otherwise indicated, as well as the minimum conditions listed below.*

Response: The MUD District does not include specific dimensional standards for lot size, depth or width or setbacks. The special setback standards applicable to public utilities and communication facilities (relative to the height of the equipment) are addressed later in this narrative.

- D. *In the case of a use existing prior to the effective date of the ordinance codified in this title and classified in this title as a conditional use, any change of use expansion of lot area or expansion of structure shall conform with the requirements for conditional use.*

Response: The existing substation was established on Tax Lot 1500 before the subject site was zoned MUD. PGE is proceeding with this consolidated land use application because the proposed expansion of the substation onto Tax Lot 2000 triggers the requirement for conditional use approval. If approved by the Planning Commission, the existing and new substation facilities on the subject property (Tax Lots 1500 and 2000) will be an authorized conditional use in the MUD zone and will no longer be considered a legal non-conforming use.

- E. *The Planning Commission may specifically permit, upon approval of a conditional use, further expansion to a specified maximum designated by the planning commission without the need to return for additional review.*

Response: Assuming Planning Commission approval of the conditional use permit and site/design review, the new wall will establish the maximum footprint for the substation expansion.

17.56.020 Permit--Application.

- A. *A property owner or authorized agent shall initiate a request for a conditional use by filing an application with the city recorder. The applicant shall submit a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. The application shall be accompanied by the filing fee listed in Section 17.50.480 to defray the costs of publication, investigation and processing.*

Response: PGE is initiating the request for a conditional use by filing appropriate application materials, including a site plan and appropriate filing fees.

- B. *Before the planning commission may act on a conditional use application, it shall hold a public hearing thereon, following procedure as established in Chapter 17.50.*

Response: PGE understands that the proposed expansion of the substation will be subject to a Type III review process, including public notice, a public hearing before the Oregon City Planning Commission, and the opportunity for an appeal to the City Commission. The relevant procedures established in Chapter 17.50 will be met.

17.56.040 Criteria and Standards for Conditional Uses.

In addition to the standards listed herein in Section 17.56.010, which are to be considered in the approval of all conditional uses and the standards of the zone in which the conditional use is located, the following additional standards shall be applicable:

- B. Additional Street Right-of-Way. The dedication of additional right-of-way may be required where the city plan indicates need for increased width and where the street is inadequate for its use; or where the nature of the proposed development warrants increased street width.*

Response: Comments from the City Engineer at the pre-application conference (see **Appendix B-2**) confirm that the proposed expansion of the substation does not warrant increased street width or street improvements. However, following the pre-application conference, the City Engineer indicated that a small area of right-of-way dedication would be required at the corner of Tax Lot 2000 at the intersection of 18th & Main to accommodate 40 feet from the center line of Main Street for future streetscape improvements. The area of right-of-way dedication is shown on the Site Plan and Layout Plan (see **Appendix A-1 and A-2**) and PGE will complete the dedication as a condition of land use approval.

- C. Public Utility or Communication Facility. Such facilities as a utility substation, water storage tank, radio or television transmitter, tower, tank, power transformer, pumping station and similar structures shall be located, designed and installed with suitable regard for aesthetic values. The base of these facilities shall not be located closer to the property line than a distance equal to the height of the structure. Hydroelectric generation facilities shall not exceed ninety megawatts of generation capacity.*

Response: As noted above, the Code requires that the base of new proposed substation facilities shall not be located closer to the property line than a distance equal to the height of the structure. PGE modified the initially proposed layout of the substation expansion to comply with this code standard. The location of the base of the proposed new structures is shown on the Site Plan (see Note 1 on **Appendix A-1**). The height of the tallest structure is 25 feet, and the base supporting this structure is 26 feet from the closest property line parallel to Main Street. Therefore, the revised site plan submitted with this application meets the specific conditional use standard for a public utility facility.

Chapter 17.62 – Site Plan and Design Review

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.

Response: The MUD district has a landscape requirement of 10% of the site. Planning staff confirmed that the 10% landscaping requirement trumps the general 15% landscape requirement in the Site Plan and Design Review standards. The subject site (Tax Lots 1500 and 2000) comprises a total of 27,442 square feet. Based on the 10% standard, 2,744 square feet of landscaping is required. As shown on the Landscape Plan (see **Appendix A-5**), the existing evergreen screen hedge to remain and the additional plantings on PGE property to screen the new wall total 5,161 square feet, 18% of the total site area. Therefore, the 10% landscape standard is met.

- 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 25% 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) .*

Response: PGE is not requesting a reduction of the overall required landscaping. Therefore, this code provision is not applicable.

- 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.*

Response: Per staff, the subject property is not within the Natural Resource Overlay District. Therefore, this code provision is not applicable to the proposed substation expansion.

- c. *The landscaping plan shall be prepared by a registered landscape architect and include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within 3 years will cover 100% 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.*

Response: The Landscape Plan for the proposed substation expansion was prepared by a registered landscape architect (see **Appendix A-5**). The General Layout Plan (see **Appendix A-2**) shows distances between substation equipment and the segment of new wall to property lines. The location of the wall is based on requirements for spacing between equipment inside the wall to maintain all necessary clearances for electrical safety and efficiency.

As shown on **Appendix A-5**, PGE proposes to plant a mix of screen shrubs and accent shrubs outside of the new wall. A portion of the plantings will extend about 5 feet into the unimproved public right-of-way. Based on coordination with staff, the City does not have plans for street improvements along this segment of Main Street within the next 10 years. As suggested by staff, PGE will maintain the groundcover and shrubs in the unimproved public right-of-way between the expanded substation and Main Street.

- d. For properties within the Downtown Design District, or for major remodeling in all zones subject to this chapter, landscaping shall be required to the extent practicable up to the ten percent requirement.*

Response: As noted earlier, the fence around the existing substation is screened by mature evergreen shrubs (arborvitae). As suggested by staff, three varieties of shrubs (screen & accent) will be provided in the 5-10 foot planting area outside of the new wall. While the subject property is not within the Downtown Design District, the existing and proposed landscaping around the substation exceeds the 10% landscaping requirement for the Mixed Use Downtown Zone.

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

Response: The proposed landscaping in front of the new wall will be visible from Main Street and 18th Street. **Figure 3** provides a visual simulation of the view of the expanded substation from Main Street with the installation of the 8 foot wall and new plantings.

- 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.*

Response: The substation facility does not include a parking lot and the Oregon City Code does not require off-street parking for this particular type of use. The substation is monitored remotely and the site is inspected every 45 days. There is adequate area available inside the substation fence/wall to accommodate PGE trucks and equipment. Therefore, the interior parking lot landscaping standards are not applicable to the proposed substation expansion.

2. Vehicular Access and Connectivity

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

Response: The existing substation does not include buildings and no buildings or parking areas are associated with the proposed expansion. There is adequate area located inside the substation fence/wall to accommodate PGE vehicles that visit the site on an intermittent basis for inspection purposes. Therefore, this standard is not applicable to the proposed expansion.

- 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.*

Response: As shown on the Site plan (see **Appendix A-1**) there are two existing driveways (gated) that provide access into the substation – one on 17th Street and one on 18th Street. No changes to the existing access locations are proposed. PGE has established protocols with emergency services (fire and police) regarding substation access and protection in the interest of public safety. Therefore, this standard is met. Comments from Clackamas County Fire District #1 are included in **Appendix B-3**.

- 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.*

Response: The substation has existed at this location for more than 50 years and the subject property has frontage on three streets (17th, 18th and Main). The substation is a low impact use relative to traffic. The substation is monitored remotely and PGE employees typically inspect the substation site every 45 days. There will be no changes to the trip generation or existing access points to the substation and alleys or vehicular access easements are not warranted.

- d. *Sites abutting an alley shall be required to gain vehicular access from the alley unless deemed impracticable by the Community Development Director.*

Response: The substation has frontage and existing driveway access points off of 17th and 18th Streets. No changes to the existing access points are proposed and the subject property does not abut an alley. Therefore, the standard above is not applicable.

- 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*

Response: The existing substation has two driveways located on the side streets (17th & 18th), with no driveways on Main Street. The existing gate to the driveway on 17th Street will be replaced with a new 30 ft wide gate, but there will be no changes to the existing driveways.

- f. Driveways that are at least 24 feet wide shall align with existing or planned streets on adjacent sites.*

Response: There will be no changes to the location or width of the existing driveways on 17th & 18th Streets. Therefore, this standard is not applicable.

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

Response: This standard is not applicable to the proposed substation expansion. The subject property (Tax Lots 1500 & 2000) has frontage on three streets (17th, 18th & Main) and the only other lot on the block (309 Main Street) also has frontage on two public streets.

- 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.*

Response: This standard is not applicable to the proposed substation expansion. The subject property has frontage on three public streets and vehicle and pedestrian access easements are not required.

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

Response: As noted above, there is no need for vehicular and pedestrian easements with the frontage on three public streets and this standard is not applicable to the substation expansion.

- 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.*

Response: 18th Street is one block long and dead ends at the rail corridor. The proposed substation expansion does not trigger the applicability of standard j above.

- 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.*

Response: This standard is not applicable to the proposed substation expansion. The subject property is less than 3 acres and it abuts public streets on three sides.

- 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.*

Response: This standard is not applicable to the proposed substation expansion. No parking garages are proposed.

- 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.*

Response: This standard is not applicable to the proposed substation expansion. No structured parking is proposed.

- 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.*

Response: This standard is not applicable to the proposed substation expansion. No buildings are proposed.

- 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.*

Response: The Abernethy substation is not located within the McLoughlin Conservation District, the Canemah National Register District or the Downtown Design District. However, the structure at 309 Main Street is a designated Historic Landmark. The existing substation was built on Tax Lot 1500 more than 50 years ago. A mature hedge is located behind the designated historic structure and provides some screening and buffering of the substation use. PGE has communicated with the property owner regarding the proposed expansion and is not aware of any specific issues or concerns. The structure is not occupied as a dwelling, but is currently

used for an office use (counseling). Because no buildings are associated with the proposed substation expansion, it is not feasible to incorporate materials or architecture of the historic structure into the substation facilities. The expansion area will include installation of a new segment of wall and new shrub plantings for visual screening and buffering.

- 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.*

Response: The subject property is not within a designated historic district. Additionally, the substation has operated continuously at this location for more than 50 years. The proposed expansion represents a modest increase in the footprint of the utility use and does not represent a significant visual impact relative to existing conditions (see **Figure 3** Visual Simulation).

- 4. Grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.*

Response: The substation site and proposed expansion area are at an approximate elevation of 50 feet MSL and minimal site grading will be required. PGE will comply with stormwater and grading design standards and will obtain appropriate permits, if needed.

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

Response: The subject property is not within the boundary of the Geologic Hazard overlay district. Therefore, the requirements of that district are not applicable to the proposed substation expansion.

- 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.*

Response: As noted above, minimal grading will be required for the proposed expansion of the substation. The area inside of the substation fence/wall is gravel and does not include new impervious area. As noted in the Pre-Application comments from the City Engineer (see **Appendix B-2**), it appears that stormwater quantity and quality control will not be required.

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

Response: Chapter 17.52 does not specify off-street parking standards for public utility uses such as a substation. There is sufficient area available within the substation fence/wall to accommodate PGE vehicles. Following completion of the construction work associated with the expansion, there will be minimal traffic or related parking associated with the substation use.

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.*

Response: There are existing sidewalks and curbs along the public streets fronting the subject property (17th, 18th and Main Streets). As noted in the Pre-Application comments from the City Engineer (see **Appendix B-2**), given the very low traffic impact associated with the substation expansion and the existing sidewalk and curb improvements, no additional improvements are warranted.

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

Response: The standards relating to on-site pedestrian improvements are not relevant to the proposed substation expansion. The substation use does not include buildings and no employees are based at the facility. Additionally, the subject property is bounded by public streets with existing sidewalks on three sides.

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.*

Response: There are no common facilities, recreational facilities, garbage storage areas or other storage areas associated with the on-going operation of the Abernethy substation. PGE will maintain the landscaping around the perimeter of the substation and will also maintain the new shrubs and lawn/ground cover in the unimproved right-of-way between Main Street and the new wall.

11. *Site planning shall conform to the requirements of OCMC Chapter 17.41 Tree Protection*

Response: See responses under Chapter 17.41, starting on page 39.

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.*

Response: The subject property is not located within the Natural Resources Overlay District. Therefore, this standard is not applicable to the proposed substation expansion.

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.

Response: PGE will continue to maintain compliance with all applicable federal, state and city environmental performance standards. The substation does not require an air quality permit from DEQ for either a direct or indirect source discharge. The substation facility does not result in emissions to the air. The substation does not generate odors, heat or glare. The substation use does not involve the storage, transportation, or disposal of hazardous materials under current standards. PCB's are no longer used in transformers. PGE will prepare and file an oil spill containment plan to comply with DEQ standards potentially associated with an on-site spill of the small amounts of mineral oil used in transformers. PGE can comply with DEQ noise standards. Transformers are the only source of continuous sound generation in an electric utility substation. The 2nd transformer for this facility is designed and manufactured to minimize noise generation. The transformer has internal automatic settings that adjust as load requirements on the transformer increase. During normal operations the settings are lower and generate far less than 64dBA within 3 feet of the transformer tank.

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.*

Response: The Abernethy substation is not connected to and does not require public water or sewer facilities. See comments from the City Engineer in **Appendix B-2**.

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 12.04 - Streets, Sidewalks and Public Places shall be sufficient to achieve right-of-way and improvement adequacy.

Response: The proposed expansion of the substation does not trigger requirements for public improvements. See comments from City Engineer in **Appendix B-2**. The public streets along the frontages of the subject property are currently improved as follows:

Main Street: 2 travel lanes, bike lanes, curb & gutter, 5 ft curb tight sidewalk

17th Street: 2 travel lanes, curb & gutter, 5 ft curb tight sidewalk

18th Street: 2 travel lanes, curb & gutter, 4 ft planter strip, 4 ft sidewalk

PGE will dedicate right of way near the intersection 18th & Main Street to provide a total of 40 ft from the center line of Main Street as shown on **Appendix A-1** to accommodate potential future streetscape improvements by the City.

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.*

Response: TriMet does not currently provide transit service along Main Street north of the Oregon City Transit Center. Therefore, the standard providing the option for Tri Met to request transit improvements is not applicable to the proposed substation expansion.

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

Response: Improvements to the feeder lines into the Abernethy substation and distribution lines out of the substation are not subject to land use review, but rather are regulated by PGE's franchise agreement with Oregon City. Therefore, this standard is not applicable to the proposed substation expansion.

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.*

Response: The standards relating to ADA access are not applicable to the proposed substation expansion.

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.*

Response: This standard is not applicable to the proposed substation expansion.

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.*
- 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 80 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.*
- c. *Ground-mounted above-grade mechanical equipment shall be screened by ornamental fences, screening enclosures, trees, or shrubs that block at least 80 percent of the view. Placement and type of screening shall be determined by the Community Development Director.*
- d. *All mechanical equipment shall comply with the standards in this section. If mechanical equipment is installed outside of the Site Plan and Design Review process, planning staff shall review the plans to determine if additional screening*

is required. If the proposed screening meets this section, no additional Planning review is required.

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

Response: The standards relating to screening of roof and wall mounted mechanical equipment are not applicable to the proposed substation expansion. The existing substation equipment, while visible, is screened up to about 10 feet from ground level by a continuous evergreen shrub. PGE proposes to construct an 8-foot wall along the west and north sides of the proposed expansion. A mix of vertical and horizontal shrubs will be planted along the outside perimeter of the new wall. See Landscape Plan in **Appendix A-5** and photo simulation in **Figure 3**.

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 5 inches wide or less); wider siding will be considered where there is a historic precedent.*
 - iv. *Board and baton 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.*

Response: The proposed substation expansion does not include buildings. Therefore, the standards relating to preferred building materials are not applicable.

- b. *Prohibited materials. The following materials shall be prohibited in visible locations 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 10 percent of the building façade*
 - iii. *Corrugated fiberglass.*
 - iv. *Chain link fencing (except for temporary purposes such as a construction site or as a gate for a refuse enclosure).*
 - v. *Crushed colored rock/crushed tumbled glass.*
 - vi. *Non-corrugated and highly reflective sheet metal.*

Response: The existing substation on Tax Lot 2000 is enclosed by 8 foot chain link fence topped by 3 strands of barbed wire. A mature arborvitae hedge provides some screening of views into the existing substation. In the July 2, 2015 submittal, PGE proposed to use black chain link fence topped by 3 strands of barbed wire for the proposed expansion abutting Main Street (west) and 18th Street (north). PGE proposed to plant a different type of shrub (Mexican Orange) in front of the new fence.

During the completeness review, staff indicated that the proposal to use chain link fencing would require an additional variance application, findings and a supplemental fee because chain link fencing is a prohibited material. Staff also communicated that they were unlikely to recommend approval of such a variance. Therefore, PGE has revised the initial submittal to substitute an 8-foot wall (brick look) for the chain link fence along the Main and 18th Street frontages of the proposed expansion. PGE has installed a similar type of wall (although taller at 12 feet) around the Stephenson Substation across from OMSI in Southeast Portland. The same type of wall (also at 12 feet) will be installed along the primary street elevation of the new Marquam Substation south of downtown Portland.

PGE did not feel that a 12-foot wall would be appropriate for the Abernethy Substation in Oregon City and a wall over 8 feet would require approval of a variance. For safety and security reasons, PGE proposes to install 3 strands of barbed wire along the inside of the wall, angled internal to the substation. However, the barbed wire will not be visible to the public along the street frontages and it is intended to provide barriers to climbing or other unauthorized entry.

Figure 3 provides a photo of existing conditions along with a photo simulation of the proposed expansion with the new wall and plantings.

- c. *Special material standards: The following materials are allowed if they comply with the requirements found below:*
- i. *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 3 feet above the finished grade level adjacent to the foundation wall.

- ii. 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).*
- iii. 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.*
- iv. Building surfaces shall be maintained in a clean condition and painted surfaces shall be maintained to prevent or repair peeling, blistered or cracking paint.*

Response: The special material standards listed above apply to buildings are not relevant to the proposed substation expansion. As shown in **Figure 3**, the new wall, while made of concrete, will have the appearance of brick and will include articulation with vertical “posts.” PGE has used this same type of wall around other substations in urbanized settings.

17.62.065 - Outdoor lighting.

B. Applicability

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.

Response: A lighting plan is included in **Appendix A-4**. The plan shows the location and specifications for three existing light poles to be removed, one new light pole to be added, and two additional lights to be added on electrical structures. Note 1 on the plan identifies the activity lights that are controlled by a switch at the gate and are only used when required for an emergency or other special purpose. The background lights are photocell controlled.

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 60 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.*

Response: The activity lights that are controlled by a switch inside the gates are only used for emergency or nighttime work. These fixtures are noted with LG on the Lighting Plan.

- 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.*

Response: PGE's exterior lighting of substations is designed to meet the security needs of the utility use without adversely affecting adjacent properties or the community. Illumination contours are shown on the Lighting Plan to document compliance with the standards of Subsection D below.

D. *Design and Illumination Standards*
General Outdoor Lighting Standard and Glare Prohibition

1. *Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 foot-candles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 foot-candle to illumination levels at any point off-site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:*

Response: As shown on **Appendix A-4**, the proposed substation lighting does not cause illumination on other properties in excess of 0.5 foot-candles as measured at the property line.

2. *Any light source or lamp that emits more than 900 lumens (13 watt compact fluorescent or 60 watt incandescent) shall be concealed or shielded with a full cut-off style fixture in order to minimize the potential for glare and unnecessary diffusion on adjacent property. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungsten-halogen), or high pressure sodium with a color rendering index above 70.*

Response: PGE prepared the Lighting Plan to comply with all of the light standards in the Code. Details for light fixtures are included on **Appendix A-3** and **A-4**.

3. *The maximum height of any lighting pole serving a multi-family residential use shall be 20 feet. The maximum height serving any other type of use shall be 25 feet, except in parking lots larger than five acres, the maximum height shall be 35 feet if the pole is located at least 100 feet from any residential use.*

Response: As shown on **Appendix A-4**, the new light pole that is centrally located in the substation is 25 ft tall. The other new lights will be installed on the substation structures that are 20 ft and 25 ft tall. Therefore, the proposed lighting complies with the maximum height for lighting poles.

4. *Lighting levels*

Table 1-17.62.065. Foot-candle Levels

Location	Min	Max	Avg
Pedestrian Walkways	0.5	7:1 max/min ratio	1.5
Pedestrian Walkways in Parking Lots		10:1 max/min ratio	0.5
Pedestrian Accessways	0.5	7:1 max/min ratio	1.5
Building Entrances	3		
Bicycle Parking Areas	3		
Abutting property	N/A	.05	

Response: The Design and Illumination Standards in D.1 (on previous page) specify a maximum illumination level of 0.5 as measured at any property level. The Lighting Plan shows compliance with this standard. We assume that the .05 referenced in Table 1-17.62.065 above is a typo, and the decimal is intended to be placed as 0.5.

5. *Parking lots and other background spaces shall be illuminated as unobtrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.*

Response: This standard applies to parking lots and is not applicable to the proposed substation expansion.

6. *Any on-site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1.*

Response: The proposed substation expansion does not include an on-site pedestrian circulation system. Therefore, this standard is not applicable.

7. *Pedestrian Accessways. To enhance pedestrian and bicycle safety, pedestrian accessways required pursuant to OCMC 12.28 shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances. Lamps shall include a high-pressure sodium bulb with an unbreakable lens.*

Response: This standard is not applicable to the proposed substation expansion.

8. *Floodlights shall not be utilized to light all or any portion of a building facade between 10:00 pm and 6:00 am.*

Response: This standard is not applicable to the proposed substation expansion. Activity lights will only be used for emergencies when the switch is turned on inside the substation gates.

9. *Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.*

Response: This standard is not applicable to the proposed substation expansion.

10. *The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the site.*

Response: This standard is not applicable to the proposed substation expansion. The lighting plan uses standard PGE fixtures associated with substations and safety. This is not an architectural style fixture since it's for substation background and task lighting functions.

11. *In no case shall exterior lighting add more than 1 foot-candle to illumination levels at any point off-site.*

Response: There is some internal inconsistency in the code standards for lighting. However, the Lighting Plan has been prepared assuming the more conservative 0.5 foot-candle standard at any property line rather than the 1 foot-candle standard referenced above.

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

Response: PGE's standard operating procedures comply with this standard. The background lights will be controlled by photocells and the activity lights will only be used if activated by a switch inside the gates and needed for emergency or maintenance purposes.

13. *Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a narrow cone beam of light that will not extend beyond the illuminated object.*

Response: This standard is not applicable to the proposed substation expansion.

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

Response: This standard is not applicable to the proposed substation expansion.

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

Response: This standard is not applicable to the proposed substation expansion.

16. *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.*

Response: This standard is not applicable to the proposed substation expansion.

17. *Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, provided that such uses comply with the following standards:*
- i. *Maximum permitted light post height: 80 feet.*
 - ii. *Maximum permitted illumination at the property line: 0.5 foot-candles.*

Response: This standard is not applicable to the proposed substation expansion.

Chapter 17.41 – Tree Protection

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

Size of tree removed (DBH)	Column 1	Column 2
	Number of trees to be planted. (If removed Outside of construction area)	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

Response: There are two existing trees on the subject property that need to be removed to accommodate the expansion of the substation. The location of the two trees, a 42”dbh Cherry tree and 18” dbh Hawthorn, is shown on the Site Plan (see **Appendix A-1**) and the condition of the trees is described in the arborist report included in **Appendix E-1**. Neither tree is identified as a heritage tree. Both of the trees are located within the construction area for the substation expansion (inside of the wall).

The Hawthorn tree is a multi stem tree with two of the three stems removed. The remaining stem is growing to the west and has a heavy lean toward the sidewalk along Main Street with no counterbalance due to the prior cutting of two stems. The previously cut stumps are showing signs of decay.

The Cherry tree is very large and mature. The tree looks to be in fair health overall for its size, but with strong evidence of heartwood decay. A Cherry tree of this maturity can be highly prone to large limb or trunk failure due to the amount of trunk decay.

Given the minimal area that will be available outside of the new wall to accommodate planting new trees, PGE proposes to pay a fee in lieu of planting to mitigate for the removal of the two trees as authorized by 17.41.1. Based on the size of the two trees to be removed within the construction area, the in lieu fee is estimated at \$2,121 (code replacement requirement of 7 trees X \$303 per tree). PGE will pay the in lieu fee as a condition of approval to meet the requirements of Chapter 17.41.

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.*

Response: There are four existing trees planted on PGE property to the south side of the existing substation abutting 17th Street (see Landscape Plan). The initial application submitted on July 2, 2015 proposed a new underground utility line extending out of the substation in proximity to these four trees. To avoid removal or disturbance of these existing trees, PGE has revised the plan to shift the location of the underground utility line further east (see **Appendix A-2, General Layout**).

There is another existing tree within the public right-of-way near the corner of Main and 18th Street. This tree is located well outside of the construction area and will not be disturbed. PGE will install appropriate tree protection fencing around the five existing trees as required by Chapter 17.41.

Chapter 17.54 – Supplemental Regulations and Exceptions

17.54.100 – Fences.

A. *Generally. Fence, hedge, or wall.*

1. *Fences and walls—Fences and walls over forty-two inches shall not be located in front of the front façade or within forty feet of the public right-of-way, whichever is less. All other fences (including fences along the side and rear of a property) shall not exceed six feet in total height unless as permitted [in] Section 17.54.100.B.*
2. *Hedges shall not be more than forty-two inches in the underlying front yard setback. Individual plants and trees taller than forty-two inches tall may be permitted provided there is at least one foot clearance between each plant.*
3. *Property owners shall ensure compliance with the traffic sight obstruction requirements in Chapter 10.32 of the Oregon City Municipal Code.*
4. *It is unlawful for any person to erect any electric fence or any fence constructed in whole or in part of barbed wire or to use barbed wire, except as erected in connection with security installations at a minimum height of six feet, providing further that prior written approval has been granted by the city manager.*

Response: As shown in the plans in Appendix A, PGE is proposing to construct an 8-foot tall wall along the street frontages of the proposed expansion (per subsection B.4 below). The wall will have the appearance of brick and will provide some articulation with vertical posts. PGE has installed this type of wall along visible street frontages of other substations in urban settings. For security and safety reasons, PGE must construct a minimum 8-foot high wall to deter unauthorized entry into the substation. PGE will install three strands of barbed wire on the inside of the top of the wall, angled toward the substation. The barbed wire will not be visible from Main Street. While the code above states that “prior written approval” shall be granted by the city manager, staff has indicated that the proposed use of barbed wire will be considered as part of the Planning Commission public hearing and decision on the Conditional Use/Site & Design Review.

B. *Exception. Fence, hedge, wall, or other obstructing vegetation on retaining wall. When a fence, hedge, wall, or other obstructing vegetation is built on a retaining wall or an artificial berm that is not adjacent to or abutting a public right-of-way, the following standards shall apply:*

1. *When the retaining wall or artificial berm is thirty inches or less in height from the finished grade, the maximum fence or wall height on top of the retaining wall shall be six feet.*
2. *When the retaining wall or earth berm is greater than thirty inches in height, the combined height of the retaining wall and fence or, wall from finished grade shall not exceed eight and one-half feet.*
3. *Fences, hedges or walls located on top of retaining walls or earth berms in excess of eight and one-half feet in height shall be set back a minimum of two feet from the*

edge of the retaining wall or earth berm below and shall not exceed a combined height of eight and one-half feet.

- 4. An alternative height or location requirement may be approved within a land use process for all non-single-family and two-family residential properties. The fence, hedge or wall shall be compatible with the adjacent neighborhood and achieve the same intent of the zoning designation and applicable site plan and design review process. In no case may the fence, hedge or wall exceed eight feet in height without approval of a variance.*

Response: As allowed by subsection B.4 above, PGE is requesting approval of the 8-foot wall along the 18th and Main Street frontages of the proposed substation expansion. Staff indicated that the proposed 8-foot wall will be considered by the Planning Commission as part of the Conditional Use/Site & Design Review and a separate variance approval is not required. Installation of the wall and new plantings along the street frontages of the expanded substation will be compatible with the existing and anticipated character of the Mixed Use District north of Downtown Oregon City. While PGE has installed 12-foot high walls at other substations, PGE has concluded that an 8-foot wall provides adequate security and safety and is more compatible with the location and characteristics of the Abernethy substation.

Chapter 17.58 – Lawful Nonconforming Uses, Structures and Lots

17.58.010 Purpose.

Nonconforming situations are created when the application of zoning district to a site changes or the zoning regulations change. As part of the change, existing uses, density, or development might no longer be allowed or are further restricted. Nonconforming uses, structures and lots are those uses, structures and lots that were lawfully established but do not conform to the provisions of this title or the provisions of the zoning district in which the use, structure or lot is located. The intent of these provisions is not to force all non-conforming situations immediately to be brought into conformance. Instead, the intent is to guide nonconforming situations in a new direction consistent with City policy, and, eventually, bring them into conformance.

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.

Response: PGE built the Abernethy substation in the late 1950's. According to staff, Oregon City did not adopt a zoning ordinance until 1953. There is no record of a land use permit for the existing substation. The north downtown area was zoned for Industrial use until 2004. Public utilities, including substations, were listed as a permitted use in the Industrial zone. Oregon City changed the comprehensive plan and zoning designations for the downtown, and much of the north downtown, to Mixed Use Downtown (MUD) in 2004. Public utility uses are listed as a conditional use in the MUD zone.

17.58.030 Lawful Nonconforming Use.

A use that was lawfully established on a particular development site but that no longer complies with the allowed uses or the standards for those uses in this title may be considered a lawful nonconforming use. Change of ownership, tenancy, or management of a lawfully established nonconforming use shall not affect its lawful nonconforming status. The continuation of a lawful nonconforming use is subject to the following:

- A. *Discontinuance. If a lawful nonconforming use is discontinued for a period of one year, it shall lose its lawful nonconforming status and the use of the property thereafter shall conform with the existing provisions of this title. If a nonconforming use ceases operations, even if the structure or materials related to the use remain, the use shall be deemed to have been discontinued.*
- B. *Conformance. If a lawful nonconforming use is converted to a conforming use, no nonconforming use may be resumed.*
- C. *Destruction of a Non-Residential Use. When a structure containing a lawful nonconforming non-residential use is damaged by fire or other causes, the re-establishment of the nonconforming use shall be prohibited if the repair cost of the structure is more than 60 percent of its assessed value.*
- D. *Destruction of a Residential Use. When a structure containing a lawful nonconforming residential use is damaged by fire or other causes, the re-establishment of the nonconforming use shall be permitted.*
- E. *Intentional Destruction. When a structure containing a nonconforming use is removed or intentionally damaged by fire or other causes within the control of the owner, the re-establishment of the nonconforming use shall be prohibited.*
- F. *Expansion. No lawful nonconforming use may be replaced by a different type of nonconforming use, nor may any legal nonconforming use be expanded or intensified.*

Response: The existing substation is considered a legal nonconforming use in the MUD zone. Under subsection F above, no legal nonconforming use may be expanded or intensified. Therefore, the proposed expansion of the Abernethy substation onto Tax Lot 2000 is not authorized by the code. PGE is submitting this application to request approval of the substation use as a conditional use in the MUD zone. If the Planning Commission approves the conditional use permit, the existing and expanded substation will no longer be considered a legal nonconforming use.

It is interesting to note that adoption of the MUD in 2004 included specific provisions for intensification of industrial uses on four tax lots. As shown on **Figure 2**, three of the tax lots are located in proximity to the substation.

17.58.060 Process to Confirm the Legality of a Nonconforming Use, Lot or Structure.

Any person may request a Type I or a Type II review to confirm the legality of a nonconforming use, lot or structure. In order to confirm that the nonconforming use, lot or structure is legal, sufficient evidence shall be submitted to the City determining the following:

- A. *The nonconforming use or structure was established lawfully; and*
- B. *The nonconforming use or structure has not become more nonconforming within the past 20 years from the date of application.*

The applicant shall provide sufficient evidence to allow the Community Development Director to review and confirm the legality of a nonconforming use, lot or structure. An applicant may request a Type I procedure, provided the applicant can provide sufficient evidence to confirm 17.58.060.A and B without discretion. If the applicant cannot provide sufficient evidence to determine 17.58.060.A and B without discretion, the applicant may apply for a Type II procedure. Applications for Type II procedures shall be noticed to the public in a public comment period to gather additional information. If the applicant cannot show that the nonconforming use, lot or structure was lawfully established or has not been expanded pursuant to 17.58.060 A and B above, the use, lot or structure shall be determined to be illegal.

Response: PGE submitted deeds to document that the existing substation property was purchased in 1958. The substation was constructed shortly after the initial purchase and has operated continuously since that time. Since PGE is proceeding with the conditional use/site plan/design review application, staff has not requested any other evidence to document the legality of the nonconforming use.

IV. SUMMARY

Based on the information contained in this narrative and the plans and other materials submitted with the application, PGE encourages Oregon City Planning Commission approval of the Type III conditional use permit/site plan/design review application for the proposed expansion of the Abernethy substation.

The substation expansion is needed to upgrade facilities to accommodate anticipated growth and to relieve transformer loading issues at the Abernethy and Mt Pleasant substations. The existing substation has operated at this location for more than 50 years and the modest expansion can be accommodated with minimal impact on surrounding properties.

Appendix A Plan Set

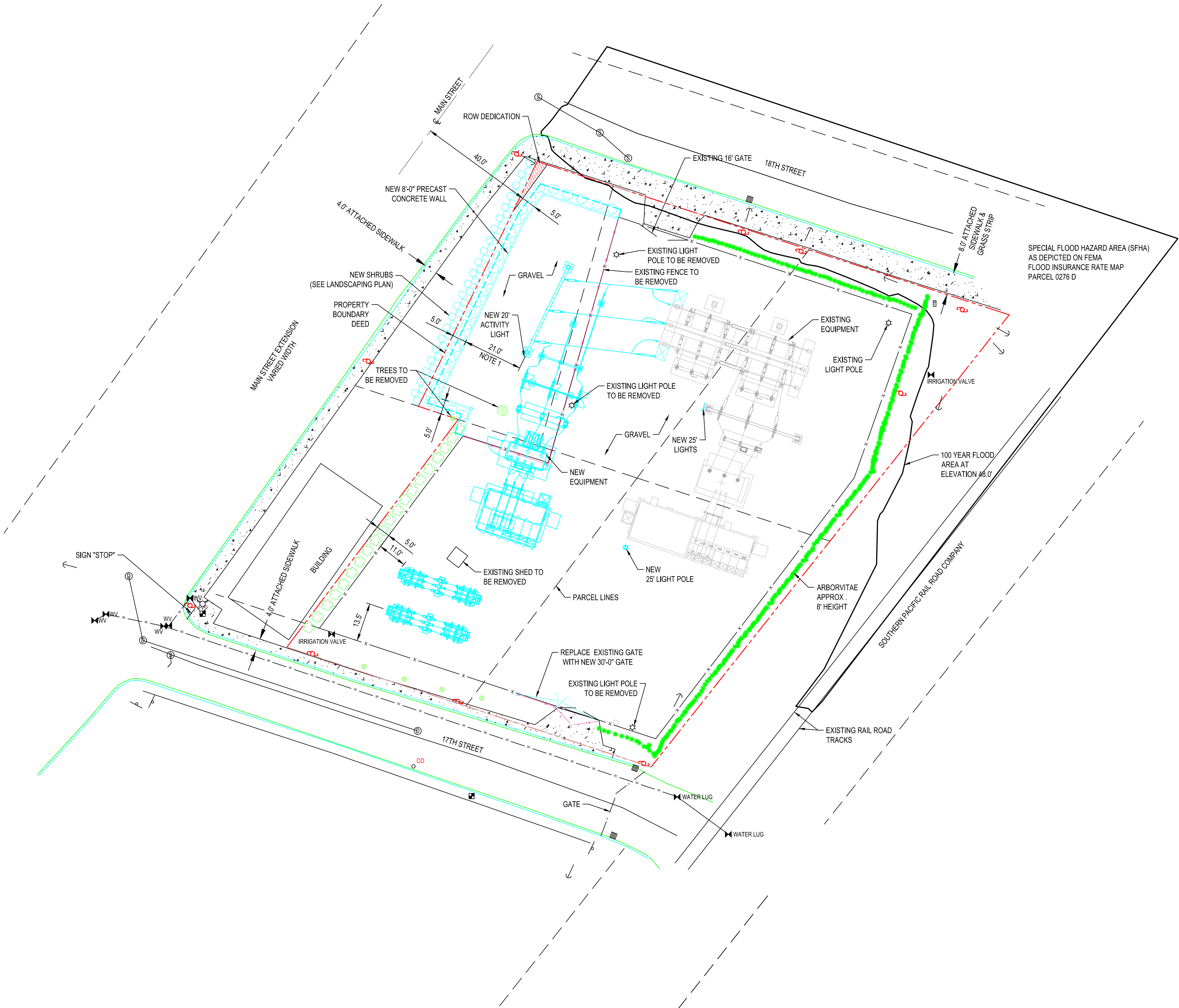
A-1 Site Plan

A-2 General Layout

A-3 Outdoor Lighting

A-4 Lighting Plan

A-5 Landscape Plan



SITE PLAN
SCALE: 1" = 20'-0"

PORTLAND GENERAL ELECTRIC COMPANY
ABERNETHY SUBSTATION
306 18TH ST, OREGON CITY, OR 97045
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29,
TOWNSHIP 2 SOUTH, RANGE 2 EAST,
WILLAMETTE MERIDIAN, CITY OF OREGON CITY,
CLACKAMAS COUNTY, OREGON

LOTS 3, 4, 5, AND 6, BLOCK 3, GREEN POINT, A DULY RECORDED SUBDIVISION PLAT OF SAID CLACKAMAS COUNTY.
TOGETHER WITH THE FOLLOWING DESCRIBED TRACT OF LAND BEING A PORTION OF LOT 2, BLOCK 3, GREEN POINT;
BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 2; THENCE WESTERLY ALONG THE SOUTHERLY BOUNDARY OF SAID LOT 2 14.7 FEET, MORE OR LESS, TO THE EAST RIGHT-OF-WAY LINE OF MAIN STREET, A VARIABLE-WIDTH ROAD; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE TO THE NORTHERLY BOUNDARY OF SAID LOT 2; THENCE EASTERLY ALONG SAID NORTH BOUNDARY 22.0 FEET, MORE OR LESS, TO THE EASTERLY BOUNDARY OF SAID LOT 2; THENCE SOUTHERLY ALONG THE SAID LOT 2 TO THE POINT OF BEGINNING.

DEVELOPER (OWNER):
PORTLAND GENERAL ELECTRIC CO.
121 SW SALMON ST. PORTLAND, OR 97204
CONTACT: PAUL SCHEDLER 503.612.6084

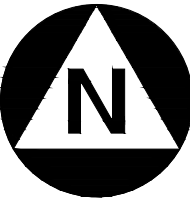
ENGINEER:
POWER ENGINEERS INC.
9320 SW BARBUR BLVD,
PORTLAND, OR 97204
CONTACT: KURT PENBERTHY 503.892.6768

SURVEYOR:
PORTLAND GENERAL ELECTRIC CO.
121 SW SALMON ST. PORTLAND, OR 97204
CONTACT: JEFF DANIELSON 503.464.8149


SITE AREAS
PROPERTY AREA= 0.65 ACRES
TOTAL FENCED AREA = 0.51 ACRES
DISTURBED AREA = 0.08 ACRES
IMPERVIOUS AREA= 0.02 ACRES

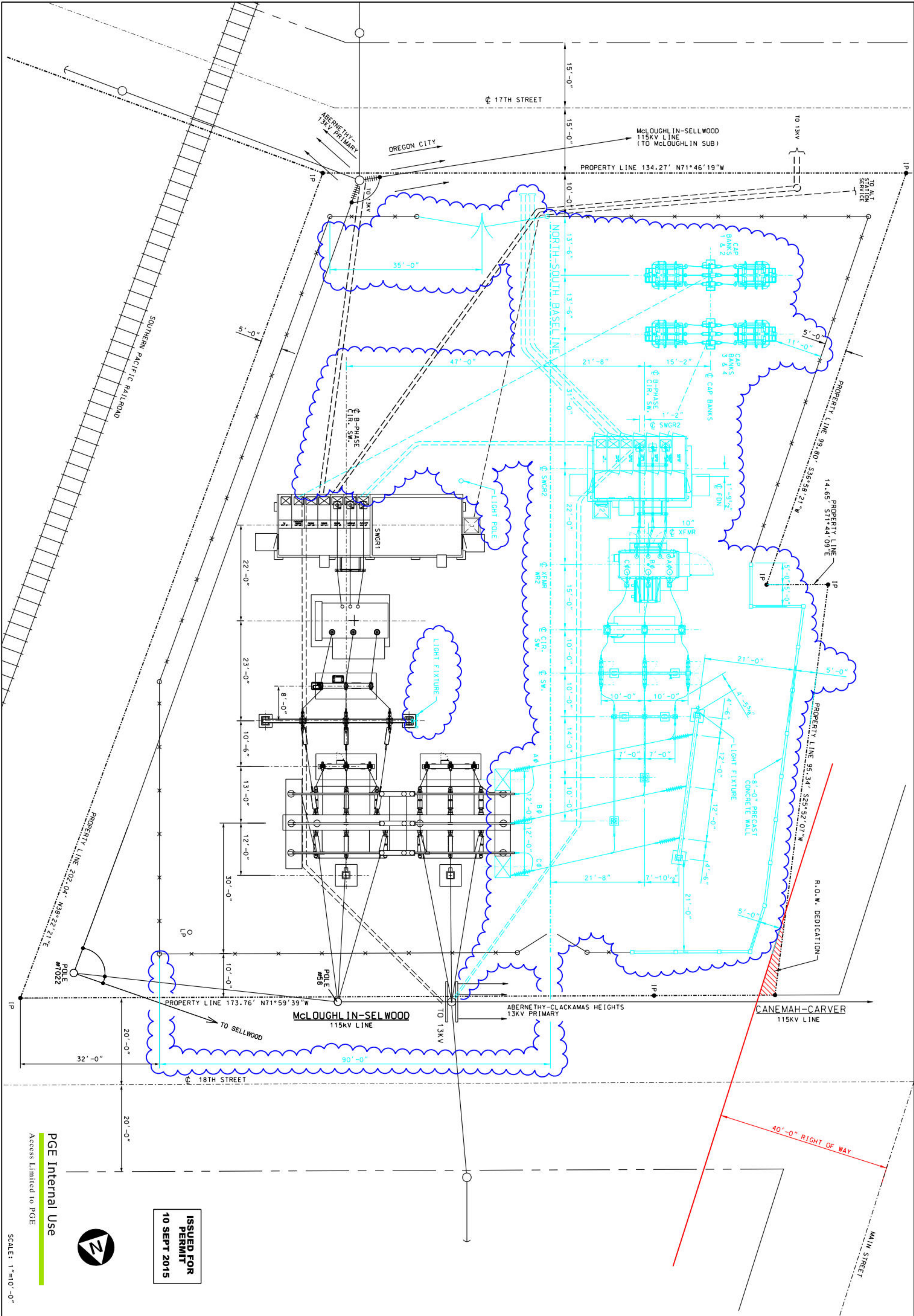
- NOTES**
1. DIMENSION SHOWS CLOSEST POINT OF 25' STRUCTURE TO FENCE AND PROPERTY LINE

- LEGEND**
- EDGE OF PAD
 - EXISTING MAJOR CONTOUR
 - EXISTING MINOR CONTOUR
 - PROPOSED MAJOR CONTOUR
 - PROPOSED MINOR CONTOUR
 - GRADING SLOPE ARROW
 - PROPERTY LINE
 - NEW PRECAST CONCRETE WALL
 - FENCE
 - UNDERGROUND WATERLINE
 - LARGE DECIDUOUS TREE
 - DECIDUOUS TREE
 - ARBORVITAE APPROX. 8' HEIGHT
 - SHRUB APPROX. 6' HEIGHT
 - NEW SHRUBS (SEE LANDSCAPING PLAN)
 - CATCH BASIN
 - CLEAN OUT
 - STORM MANHOLE
 - WATER METER
 - WATER VALVE
 - FIRE HYDRANT
 - EXISTING UTILITY POLE
 - SIGN
 - LIGHT POLE
 - SEWER MANHOLE



PGE Internal Use
Access Limited to PGE

ABRN - 0000										ABERNETHY SUBSTATION										<div><div>Portland General Electric</div></div>										PERMIT SITE PLAN										REV. SHEET 1 OF 1 0 DIST. PER									



ABRN-1000

ISSUED FOR PERMIT
10 SEPT 2015

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ABRN-1000

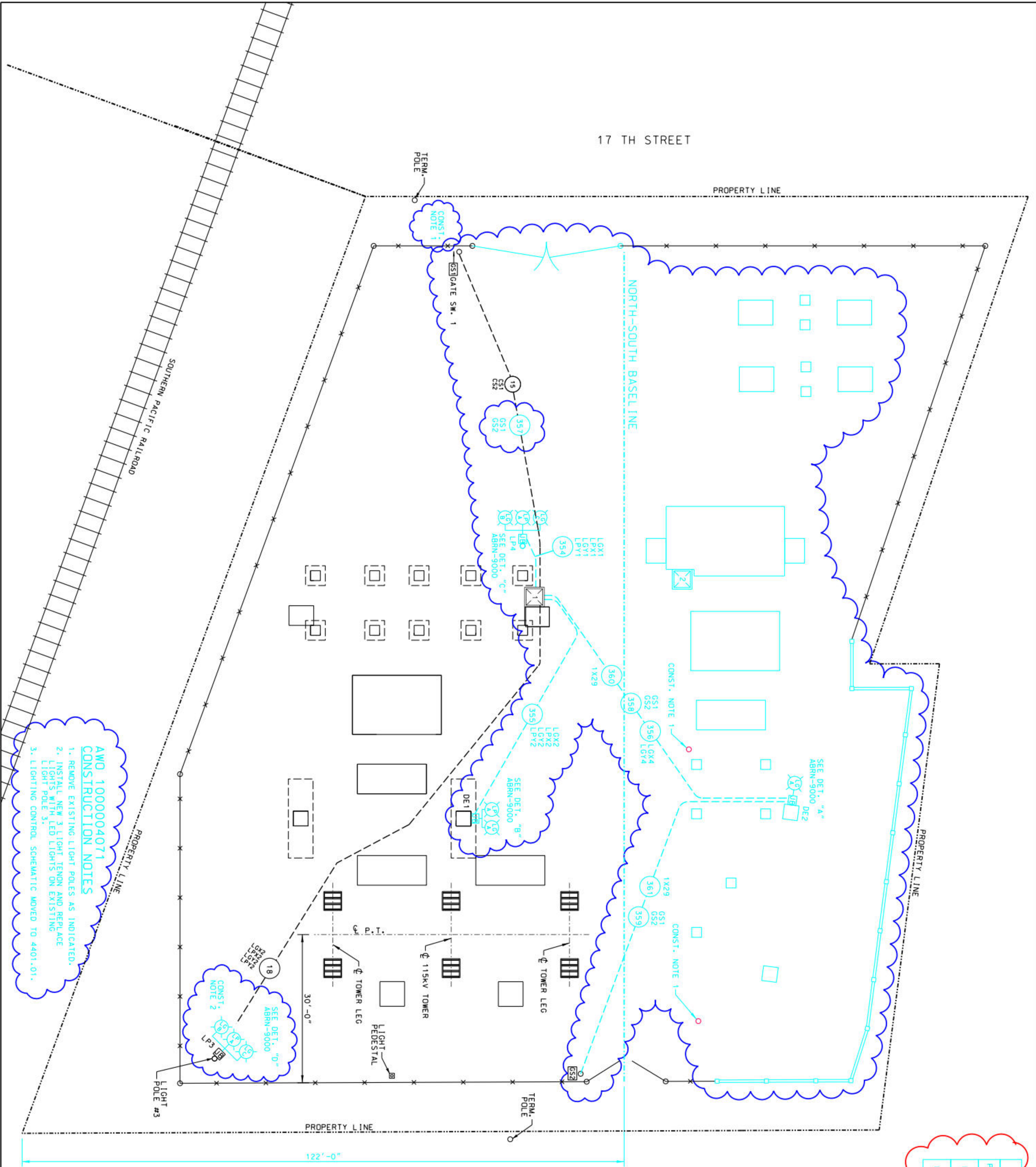
ISSUED FOR PERMIT
10 SEPT 2015

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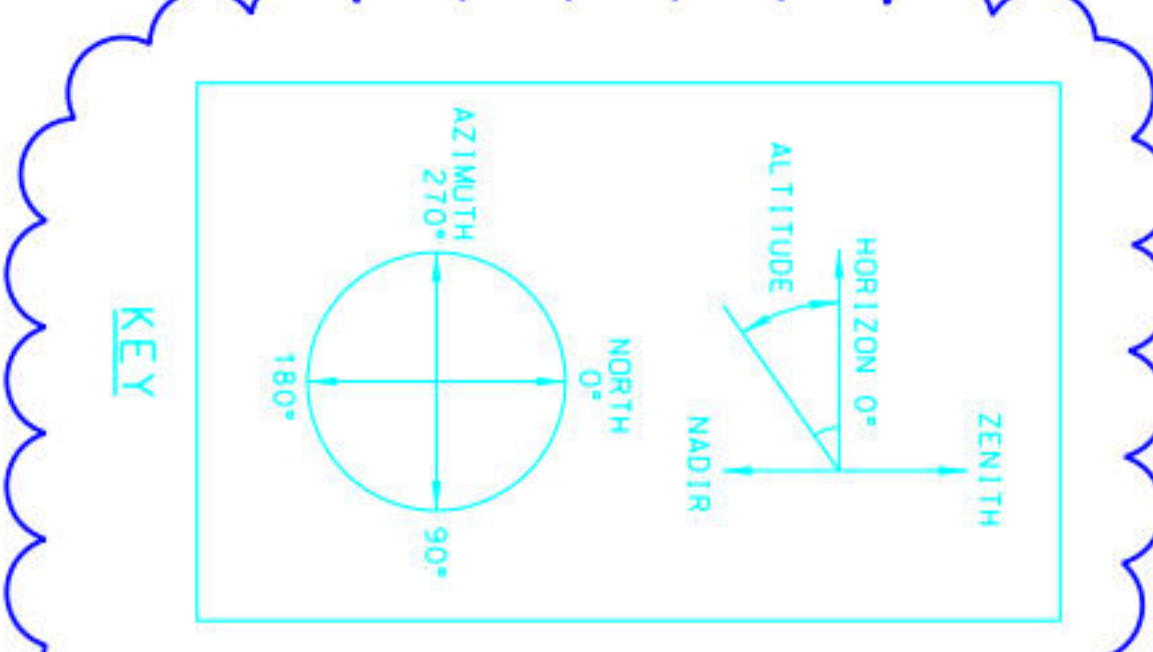
1 OF 1

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ABRN-1000		ABERNETHY SUBSTATION		GENERAL LAYOUT		Portland General Electric		REVISION DESCRIPTION		DRAWN DSGNR ENGR CHK APPD			
REV.	SHEET	1 OF 1						0	04/01/58	ORIGINAL ISSUE:	JWR	JR	LJT
7	07/01/10							7	07/01/10	SUPERCEDES CE-5436, ADDED SWITCHGEAR 3 CS'S & 5 SWITCHES, JOB 25598.	TME	SAA	REJ
8	10/29/10							8	10/29/10	REVISION PRIOR TO CONSTRUCTION JOB 25598.	TME	SAA	REJ
9	/ /							9	/ /	ADDED CS W212, XFMR WR2, DS W211, SWGR 2 & CAP BANKS 1, 2, 3 & 4, AWO 1000004071.	PEI	NVD	AFL



LIGHTING TABLE				
POLE	LIGHT	MODEL #	ALTITUDE	AZIMUTH
LP1	A	GE EASB-0E3F-5401-S-DK8Z	#° BELOW HORIZON	•
LP1	B	TASK LIGHT GE EFNA-0F4-5401-S-DK8Z	#° BELOW HORIZON	•



LEGEND

LIST OF MATERIAL ITEM

CIRCLE GROUP NO.

GATE SWITCH CONTROLLED LIGHT

PHOTOCELL CONTROLLED LIGHT

UNDERGROUND VAULT

FENCE

PRECAST CONCRETE WALL

JUNCTION BOX

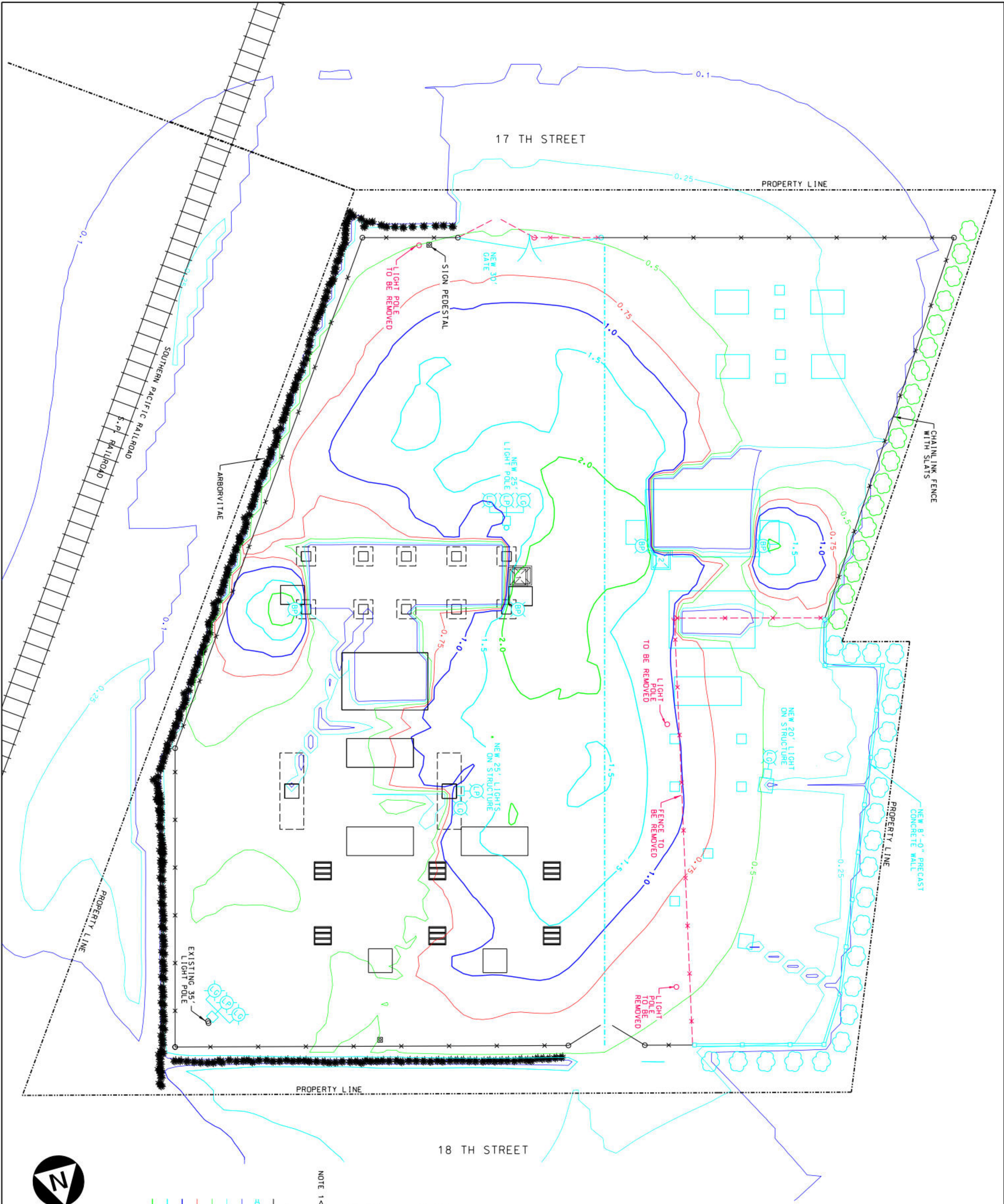
GATE SWITCH - 3 WAY OR 4 WAY

ISSUED FOR PERMIT
10 SEPT 2015

PGE Internal Use

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SCALE: 1"=10'-0"



18 TH STREET

17 TH STREET

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

NEW SHRUBS (SEE LANDSCAPING PLAN)
SHRUB APPROX. 6' HEIGHT
ABOVITAE

- PRECAST CONCRETE WALL
- 0.1 f'c
- 0.25 f'c
- 0.5 f'c
- 0.75 f'c
- 1.0 f'c
- 1.5 f'c
- 2.0 f'c

NOTE 1
GATE SWITCH CONTROLLED LIGHT
FLOOD LIGHT. LED. 148W. 120-277V
MODEL# GE EFNA-0F4-5401-S-DK6Z
PHOTOCELL CONTROLLED LIGHT
AREA LIGHT. LED. 171W. 120-277V
MODEL# GE EASB-0E4F-5401-S-DK6Z
PHOTOCELL CONTROLLED LIGHT
ENCLOSURE PORCH LIGHT. HPS. 175W

LEGEND

NOTES
1. THE CONTOURS SHOWN ON THIS DRAWING ARE ILLUMINATION IN FOOT-CANDLES (f'c) AT GROUND SURFACE FOR NIGHT TIME BACKGROUND LIGHTING. SURFACE LIGHTS LP & BP ARE SWITCHED ON IN THIS MODEL.



PGE Internal Use
Access Limited to PGE

ISSUED FOR PERMIT
10 SEPT 2015

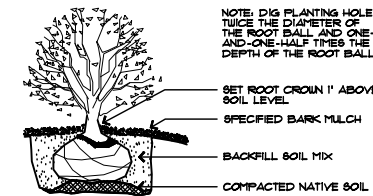
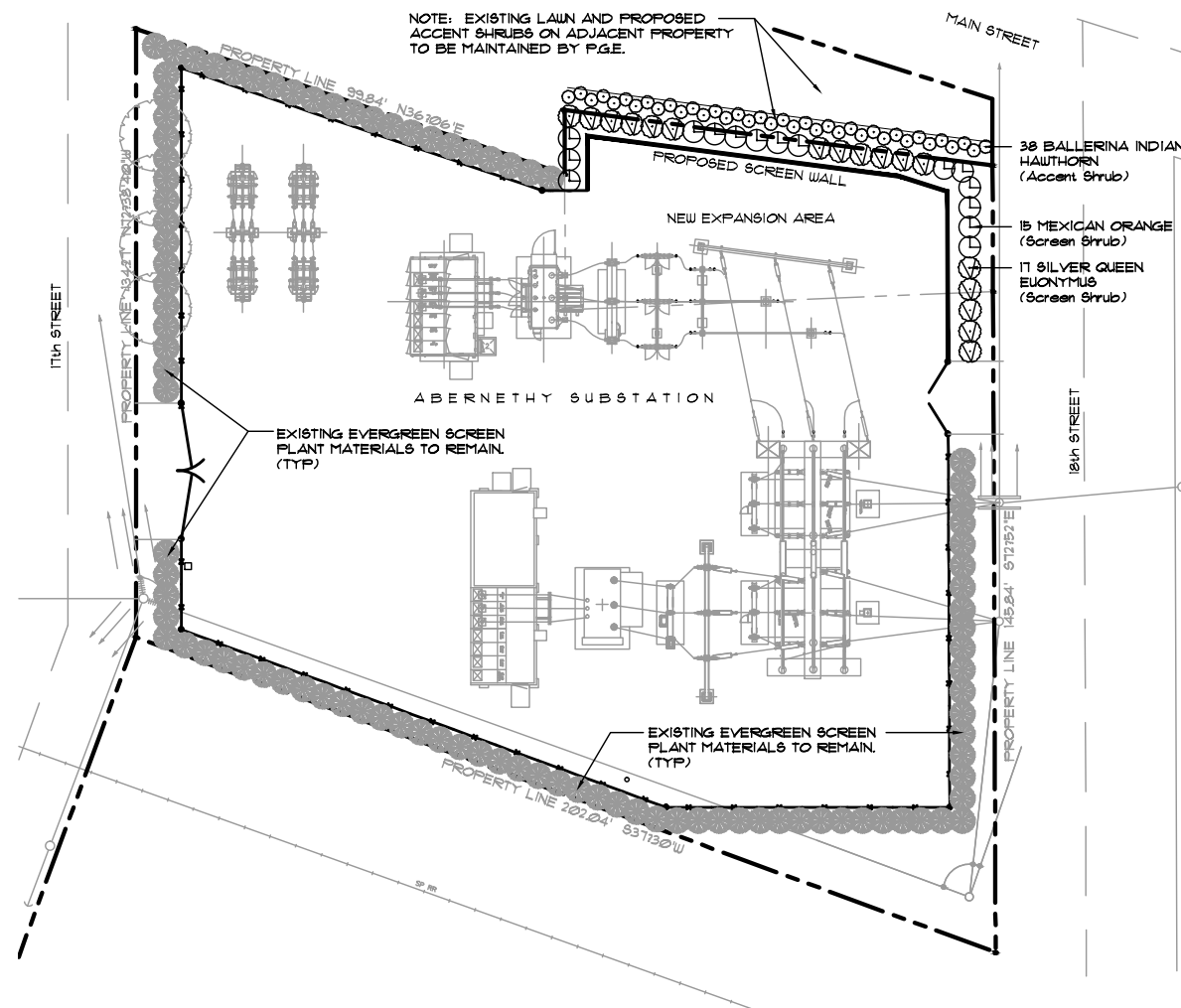
ABRN-0001

ABERNETHY SUBSTATION
PERMIT
LIGHTING PLAN
BACKGROUND LIGHTING



REV.	DATE	REVISION DESCRIPTION	DRAWN	DSGMR	ENGR	CHK.	APPD.
0	09/10/15	ORIGINAL ISSUE: AWO 1000004071	PEI	NVD	AFL	AFL	NJC
	/ /						
	/ /						
	/ /						

REV.	SHEET
0	1 OF 1
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SHRUB PLANTING DETAIL

SITE LANDSCAPE DATA

REQUIRED SITE LANDSCAPE (MIXED USE DOWNTOWN DISTRICT - 10%):

SITE AREA:

- TAX LOT 1500	23,522 Square Feet (.54 AC)
- TAX LOT 2000	3,920 Square Feet (.09 AC)
TOTAL SITE AREA:	27,442 Square Feet (.63 AC)

REQUIRED SITE LANDSCAPE - 10%: 2,744 Square Feet

SITE LANDSCAPE PROVIDED:

- TAX LOT 1500
EXISTING LANDSCAPE AREA: _____ 4236 Square Feet
PROPOSED LANDSCAPE AREA: _____ 151 Square Feet

- TAX LOT 2000
PROPOSED LANDSCAPE AREA: _____ 774 Square Feet

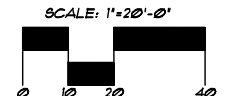
TOTAL PROJECT LANDSCAPE AREA PROVIDED: _____ 5,161 Square Feet (19%)

IRRIGATION DESIGN NOTE

NEW IRRIGATION SYSTEM COMPONENTS PROVIDED FOR THE PROPOSED LANDSCAPE SCREENING / BUFFER AREAS WILL TIE INTO THE EXISTING SITE IRRIGATION AND WILL BE A FULLY AUTOMATIC UNDERGROUND SYSTEM AS DESIGNED BY THE LANDSCAPE CONTRACTOR PER DESIGN BUILD SPECIFICATIONS PROVIDED BY PORTLAND GENERAL ELECTRIC.

SITE LANDSCAPE INSTALLATION NOTE

PRIOR TO LANDSCAPE INSTALLATION, CONTACT PORTLAND GENERAL ELECTRIC FOR
PRE-CONSTRUCTION COORDINATION. CONTACT LARRY McDOWELL AT 503-570-4460.



9755 SW Barnes Rd, Suite 300
Portland, OR 97225
503-626-0455 Fax 503-526-0775
www.whpacific.com

SCALE: 1"=20'-0"



**Portland
General
Electric**

ABERNETHY SUBSTATION
LANDSCAPE PLAN
OREGON CITY, OREGON

0.7

REV.	DATE 08/27/15
	DISTR. CODE D-PERMI-

Appendix B Pre Application Conference

B-1 Pre App Notes from Planning

B-2 Pre App Notes from Engineering

B-3 Pre App Comments from Fire District #1

PRE-APPLICATION MEETING NOTES

Project Number: PA 15-04
Project Name: PGE Abernethy substation
Meeting Date: March 18, 2015

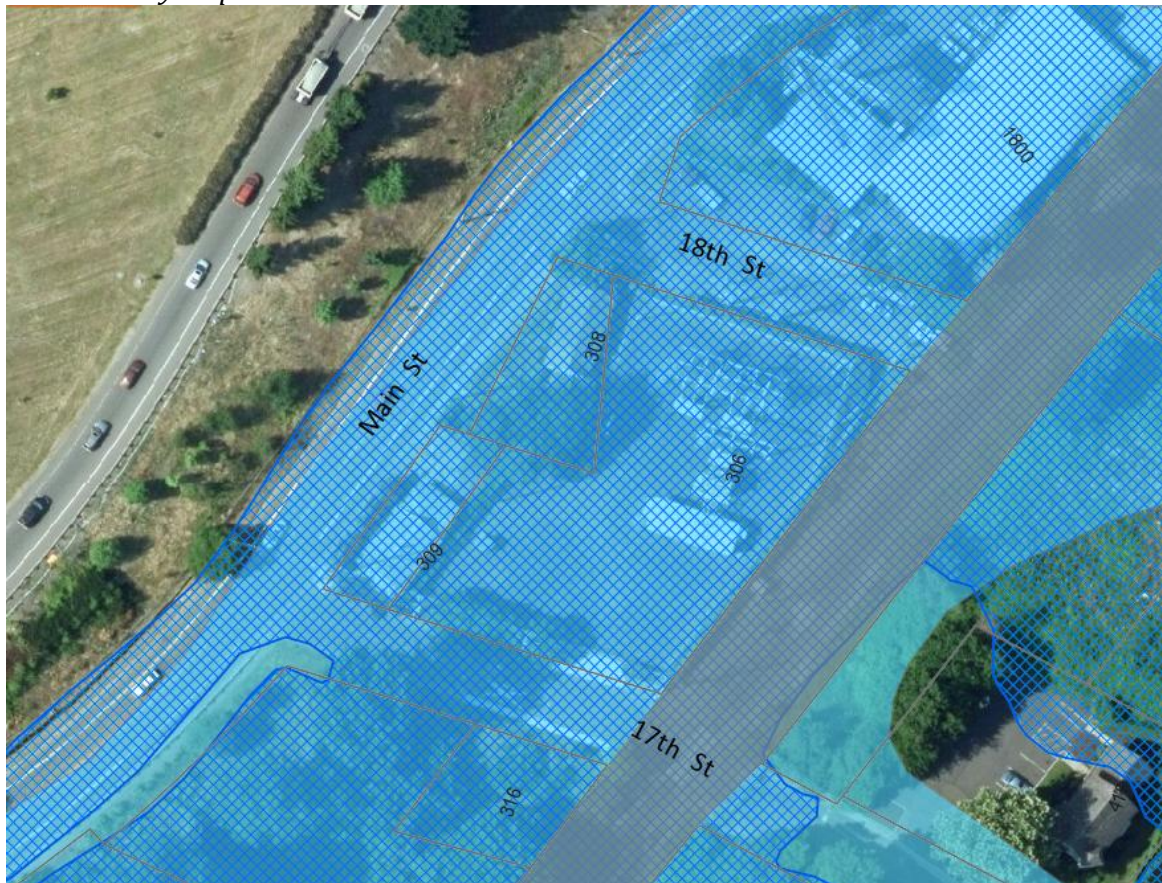
Proposed Project:

The applicant has proposed to expand the existing power substation with a transformer and feeder addition. The footprint will be expanded by 3000 square feet.

General Information:

- Location: 306 and 308 18th Street
- Zoning: MUD Mixed Use Downtown District
- Previous applications/approvals: HR 12-06 to demolish historic home
- Applicable Overlay Districts: NROD, floodplain
- Applications anticipated: Type III Conditional Use, Site Plan and Design Review, possible Variance

Flood Overlay map



Planning Comments:

- The base of these facilities shall not be located closer to the property line than a distance equal to the height of the structure.
- Chain link is not permitted in visible locations. A variance may be pursued – staff to follow up.
- Barbed wire must be approved by the City Manager; however, it is likely that the Planning Commission will want you to provide a more decorative fence and landscaping treatment along Main Street.
- Landscaping upgrades to the entire site will be required if the project cost exceeds \$75,000. The upgrades would be limited to 10% of the project cost.
- The expansion area must include 10% landscaping - *"Landscaping." Includes site improvements which include lawn, garden, groundcover, trees, plants and other natural and decorative features, including but not limited to, patios or plazas open to the public or open commonly to residents and street furniture and walkways which are contiguous and integrated with plant material landscaped areas.*
- Submit the arborist's report for the trees along with your land use application. If dying, diseased, or hazardous, the trees do not have to be mitigated.
- Balance cut and fill is required. An engineer's calculation of the material added to/removed from the floodplain must show no net fill. Flood level is 50.7 feet.

Required Application Materials:

- Land Use application with property owner's signature
- Pre-application notes
- Neighborhood meeting sign in sheet and notes
- Title Report or TRIO
- Narrative
- Site Plan and Elevation Drawings
- A written response demonstrating compliance with each criterion listed in Chapter 17.62.050, 17.56, 17.58 (staff to send template document)
- Responses to applicable goals and policies of Comprehensive Plan (staff to send template document)
- Two hard copies and one electronic copy of all application materials

Clackamas County Fire:

Your application was reviewed by Mike Boumann, Lieutenant Deputy Fire Marshal of Clackamas County Fire District #1. You may contact Mr. Boumann at (503)742-2660 or michaelbou@ccfd1.com.

Notes:

- A neighborhood meeting is required with the Two Rivers NA. Next meeting held 4th Wednesday of April. Contact information here - <http://www.oregoncity.org/community/two-rivers-neighborhood-association>
- The planning department provided notice of your proposed development to the State Historic Preservation Office (SHPO) and all affected tribes per OCMC chapter 17.62.040.H. This notice requirement applies to any project that involves ground disturbance involving movement of native soils.

Planning Review and Application Fees:

The 2015 Planning applications and fees include-

- Conditional Use: \$3,724
- Variance: \$2452
- Site Plan and Design Review

Project Cost	Fee
Less than \$500,000	\$2031 plus 0.7% project cost
\$500,000 to \$3,000,000	\$3384 plus 0.5% project cost
Over \$3,000,000	\$11,510 plus 0.3% project cost (Max \$53,989)

- Mailing Labels: \$15 – Optional

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.**

PRE-APPLICATION MEETING NOTES**Date:** 3-11-15

Planning Project Number: PA 15-04
Address: 308 18th Street
Map Number: 2 2 E 29CB
Tax Lot: 01500 & 2000
Project Name: Substation Expansion
Meeting Date: 3-18-15
Reviewer: Gordon Munro

GENERAL COMMENTS

1. The Applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the Applicant to provide any public improvements.
2. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement.
3. The Applicant shall provide an Erosion Prevention and Sedimentation Control Plan to the City for approval.
4. All applicable System Development Charges (SDC) shall be due and payable upon building permit issuance.
5. A grading permit shall be obtained from Development Services for the on-site work.

ENGINEERING - UTILITIES**Streets**

1. The proposed development includes frontage on Main Street, which is classified as a collector street (mixed-use). The standards for a collector street are: 86' ROW, 64' pavement, (3) 12' travel lanes, 6' bike lane, 8' street parking, curb and gutter, and 10.5' sidewalk including 5' x 5' tree wells. The minimum distance between driveways is 100'.
2. The existing right-of-way (ROW) on the portion of Main Street fronting the proposed development is 60' and the pavement is approximately 34' wide with two travel lanes and two bike lane. The street has curb and gutter and 5' sidewalk curb tight sidewalk.

3. The street is fully developed in this fashion for some distance. It appears that the applicant could make the case that no improvements are needed in order to match the existing development.
4. The proposed development includes frontage on 17th and 18th Street, which are classified as a local street (mixed-use). The standards for a collector street are: 62' ROW, 40' pavement, (2) 12' travel lanes, 8' street parking, curb and gutter, and 10.5' sidewalk including 5' x 5' tree wells.
5. The existing right-of-way (ROW) on the portion of 17th Street fronting the proposed development is 40' and the pavement is approximately 25' wide with two travel lanes. The street has curb and gutter and 5' sidewalk curb tight sidewalk. There is an uncontrolled railroad crossing.
6. The existing right-of-way (ROW) on the portion of 18th Street fronting the proposed development is appears to be 40' and the pavement is approximately 18' wide with two travel lanes. The street has curb and gutter, 4' planter strip and 4' sidewalk. The street is only one block long and dead ends at the railroad tracks.
7. Both streets are fully developed in this fashion, and 18th Street dead ends at the railroad tracks. It appears that the applicant could make the case that no improvements are needed in order to match the existing development.

Stormwater

8. If the proposed development creates more than 2,000 sf of new impervious area, or redevelops 5,000 sf impervious area it will be subject to stormwater quantity control requirements. It appears that quantity control will not be required.
9. The proposed development creates less than 8,000 sf of new impervious area, therefore it will not be subject to stormwater quality control requirements. It appears that quality control will not be required.
10. If the application confirms that the quantity and quality control are not required, then a preliminary storm report is not required for the land use application. When responding to code section 13.12.050, the applicant should provide the actual new impervious area and/or redeveloped area. Gmunro2014

Water

11. There is an 8" water line installed in Main Street, and a 6" water line on 17th Street.
12. It is assumed that the only water service that may be required would be for irrigation. Appropriate backflow devices would be needed.
13. No public water improvements are anticipated.

Sanitary Sewer

- 14. There is an 8" PVC sanitary sewer pipe installed in Main Street, and on 18th Street.
- 15. No public sanitary sewer improvements are anticipated.

Other

- 16. The proposed development is located within the floodplain, so code section 17.42 will need to be addressed. No net cut/fill is allowed.
- 17. The proposed development is located within the natural resource overlay district (NROD), so code section 17.49 will need to be addressed.
- 18. The proposed development is just outside of the geologic hazard overlay.

Clackamas County Fire District #1

Fire Prevention Office



To: Kelly Moosebrugger, Oregon City Planning

From: Mike Boumann, Deputy Fire Marshal, Clackamas County Fire District #1

Date: 3/18/2015

Re: PGE Substation Expansion, 306 18th Street, Oregon City

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.

- 1) The Fire District has no comments for this proposal.

Appendix C Neighborhood Meeting

C-1 Meeting Notes & Sign-in Sheet



TWO RIVERS NEIGHBORHOOD ASSOCIATION

***13285 S. Clackamas River Drive
Oregon City, OR 97045***

MINUTES OF April 22, 2015

Rivershore Bar & Grill

1900 Clackamette Drive

Oregon City, OR 97045

The meeting was Call to Order by Chairman, Bryan Boyce at 7:01pm.
Guests and members where asked to introduce themselves.

A presentation by Gregg Ramirez, Emergency Manager, Clackamas Fire District # 1. Emergency preparedness and CERT programs. For Businesses. Mr. Ramirez showed a video on the Fire District' s 2015 Bond Measurer. Attachment on 3-466.

Chris Wadsworth of the Oregon City Police Department, discussed the New Police Station to be built on the McLoughlin School Property on Linn Avenue. The City has purchased the property from the Oregon City School District and there are plans to eventually move the City Hall also to this site.

Chris also gave the Police report for Andy Kiesel, Detective, Oregon City Police Department. Report attached.

Jim Vondenkamp, Project Manager, Portland General Electric, presented the propose expansion of the Substation at 18th & Main Streets. Design is attached.

Bob La Salle, Chairman of the Oregon City Traffic Advisory Committee discussed the traffic problems in Two Rivers NA and Oregon City. Map attached.

Peter Walters, Oregon City Planning Department presented information on various topics including the Friends of Willamette Falls Joint with Willamette Falls Legacy Project to pay for Temporary Signs on the River Walk out to the Falls.

Discussion followed with Questions and Answers.

A motion was made by Jerry Herrmann that Two Rivers NA give full support the PGE project for the expansion of the Substation at 18th & Main streets. Second and the motion passed.

Chair Boyce thanked the Guests for attending.

Chair Boyce adjourned the meeting at 8:45pm.

Respectfully Submitted

Margie Hughes
Secretary
Two Rivers NA

Sign-in sheet attached

TWO RIVERS NA

MEETING

SIGN-IN

	A	B	C	D	E	F
1		NAME	ADDRESS	ZIP	TELEPHONE	EMAIL ADDRESS
2	1	Bryan Borge				boryon@birlmk.net
3	2	JIM VONDENKAMP	PGE			Samoy.vondenkamp@pgn.com j.vondenkamp
4	3	MARK LINDLEY	PGE			MARK.LINDLEY@PGN.COM
5	4	Margie Hepler			503-712-1111	
6	5	Mimi Cogswell	309 17th St (2)		503 740 5742	mimi.cogswell@gmail.com
7	6	PETER WALTER	O.C. Planning		503-496-1568	pwalter@orcity.org.
8	7	Chris Wadsworth	OCPID		503 496 1681	CWADSWORTH@orcity.org
9	8	WILLIAM GIFFORD	HNA			William@8mALLFLAGS.com
10	9	Jonny Heremann	PO Box 124	WEST LINN, OR	97068	
11	10					
12	11					

Appendix D Cut & Fill

D-1 Preliminary Cut & Fill Calculations

9/1/2015

ABERNETHY SUB

P. SCHEDLER

CUT / FILL PRELIMINARY CALCULATION

- 1996 FLOOD ELEVATION = 50.7 ft

PROPOSED NEW FOUNDATIONS	AREA	PROJECTION IN FLOOD PLAIN	VOLUME
①	$(4)(5\text{ ft})(7\text{ ft}) = 140\text{ ft}^2$	0.7 ft	98.0 ft^3
②	$(4)(2\text{ ft})(2\text{ ft}) = 16\text{ ft}^2$	0.7 ft	11.2 ft^3
③	$(25\text{ ft})(14.5\text{ ft}) = 362.5\text{ ft}^2$	0.7 ft	253.75 ft^3
④	$(12\text{ ft})(18\text{ ft}) = 216\text{ ft}^2$	0.7 ft	151.2 ft^3
⑤	$(14\text{ ft})(6\text{ ft}) = 84\text{ ft}^2$	0.7 ft	58.8 ft^3
⑥	$(2)(2\text{ ft})(2\text{ ft}) = 8\text{ ft}^2$	1.2 ft	33.6 ft^3
⑦	$(2)(3\text{ ft})(3\text{ ft}) = 18\text{ ft}^2$	1.2 ft	21.6 ft^3
⑧	$(2)(2\text{ ft})(2\text{ ft}) = 8\text{ ft}^2$	1.2 ft	33.6 ft^3
⑨	$(2)(2\text{ ft})(2\text{ ft}) = 8\text{ ft}^2$	1.2 ft	33.6 ft^3
⑩	$(1\text{ ft})(118\text{ ft}) = 118\text{ ft}^2$	1.2 ft	141.6 ft^3
TOTAL			$= 836.95\text{ ft}^3$ (FILL)

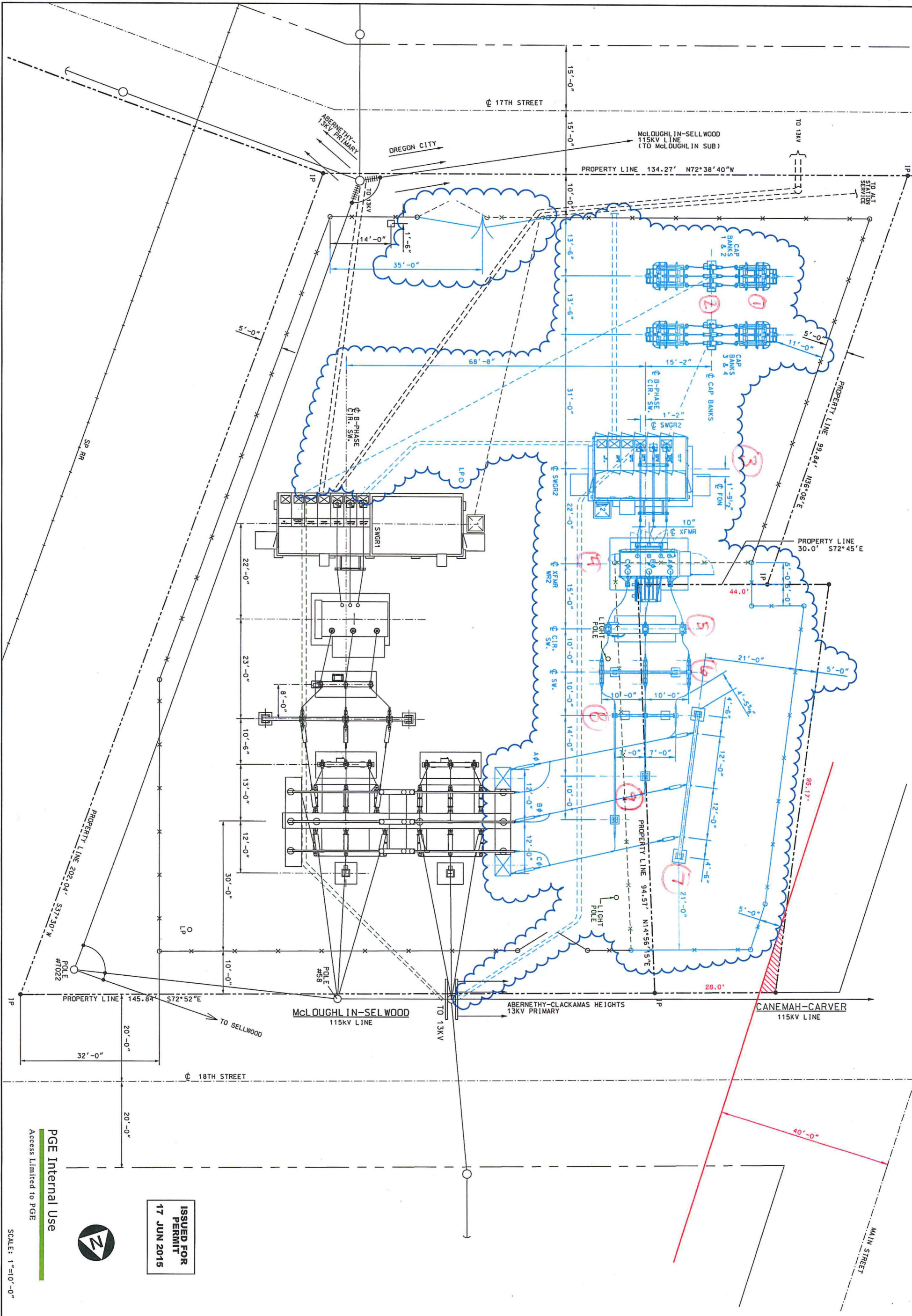
- EXISTING HOUSE DEMOLITION

$$\text{FLOOR AREA OF HOUSE} = 780\text{ ft}^2$$

$$\text{ELEVATION IN FLOOD PLAIN} = 1.2\text{ ft}$$

$$\begin{aligned}\text{VOLUME} &= (780\text{ ft})(1.2\text{ ft}) \\ &= 936\text{ ft}^3 \text{ (CUT)}\end{aligned}$$

∴ PROPOSED SUBSTATION EXPANSION WILL NOT RESULT IN NET FILL WITHIN THE 1996 FLOOD PLAIN.



PGE Internal Use
Access Limited to PGE



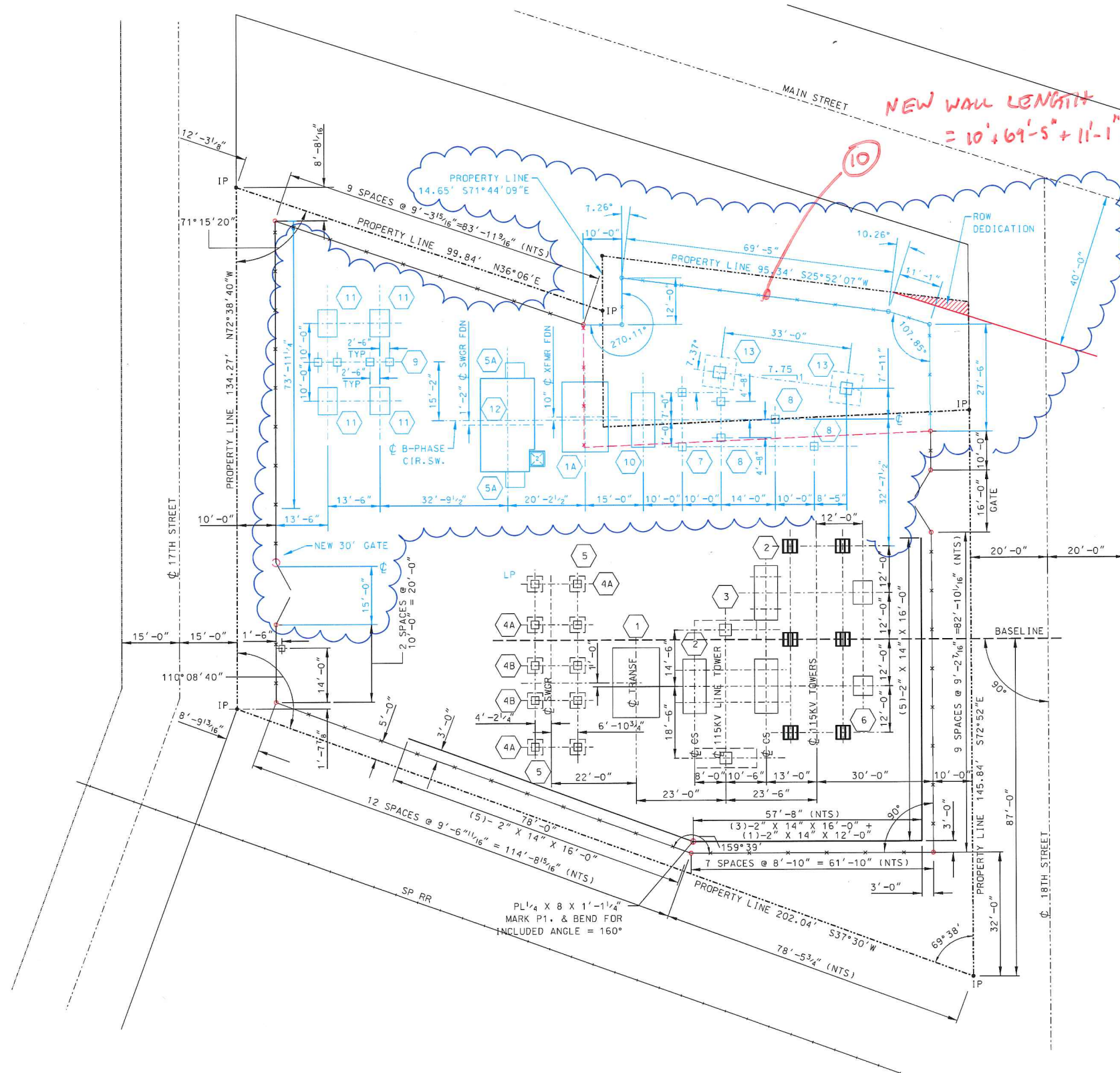
ISSUED FOR
PERMIT
17 JUN 2015

ABRN-1000
REV. 9
SHEET 1 OF 1
DISTR. CODE AG

ABERNETHY SUBSTATION
GENERAL LAYOUT



REV.	DATE	REVISION DESCRIPTION	DRAWN	DSGNR	ENGR.	CHK.	APPD.
0	04/01/58	ORIGINAL ISSUE:	JWR			JR	LJT
7	07/01/10	SUPERCEDES CE-5436, ADDED SWITCHGEAR 3 CS'S & 5 SWITCHES, JOB 25598.	TME	SAA	REJ	REJ	BCP
8	10/29/10	REVISION PRIOR TO CONSTRUCTION JOB 25598.	TME	SAA	REJ	REJ	BCP
9	/ /	ADDED CS W212, XFMR WR2, DS W211, SWGR 2 & CAP BANKS 1, 2, 3 & 4, AWO 1000004071.	PEI	NVD	AFL	PEI	NJC



NOTE:

FENCE TO BE STANDARD HEAVY CONSTRUCTION WITH 3 STRANDS OF BARBED WIRE ON 45° EXTENSIONS FACING OUTWARD AS PER PGE CO. SPEC. #100.

AWD 1000004071
CONSTRUCTION NOTES

1. NEW FENCE SHALL HAVE TOTAL INSTALLED HEIGHT OF EIGHT (8) FEET WITH THE BOTTOM SEVEN (7) FEET BEING BLACK CHAINLINK FABRIC AND THE TOP ONE (1) FOOT CONSISTING OF 3 STRANDS OF SECURITY WIRE. INSTALLED ON BRACKETS SLANTING OUTWARD AT 45°. LINE POST SPACING 10'-0" MAX.

FOUNDATION SCHEDULE

FDN NO.	DESCRIPTION	QTY.	TOP OF CONCRETE ELEVATION	DRAWING NO.
1A	TRANSFORMER	1	-	0300.01
5A	STOOP	2	VARIES	0300.03
7	115KV V-SWITCH STAND	2	-	0301.01
8	1 & 3 PHASE BUS SUPPORTS	4	-	0301.01
9	CAP BANK TERMINATION STRUCTURE	4	-	0301.01
10	CIRCUIT SWITCHER	1	-	0310.01
11	CAPACITOR BANK	4	-	0310.01
12	SWITCHGEAR	1	-	0311.01
13	115KV LINE TOWER	2	-	0320.01

GENERAL NOTES

1. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AFTER 28 DAYS.
2. ALL CONCRETE REINFORCEMENT SHALL COMPLY WITH CURRENT ASTM SPECIFICATION A-615, GRADE 60.
3. ALL EXCAVATIONS OCCURRING UNDER CONCRETE SLABS SHALL BE BACK FILLED WITH INCOMPRESSIBLE MATERIAL CONSISTING OF PROPERLY COMPACTED RIVER RUN (NATURAL) MIXTURE OF SAND AND GRAVEL.
4. ALL GROUND GRID AND CONDUITS TO BE IN PLACE BEFORE CONCRETE IS PLACED.
5. SET ANCHOR BOLTS TO TEMPLATE. CHECK LOCATIONS AND ELEVATIONS WITH INSTRUMENTS BEFORE CONCRETE IS POURED.
6. SLABS TO BE BROOM FINISHED AND SLOPED FOR SUFFICIENT DRAINAGE (NO PONDING). CHAMFER ALL EXPOSED EDGES.

PGE Internal Use

Access Limited to PGE

SCALE: $1/16"=1'-0"$

Appendix E Arborist Report

E-1 Report for Removal of Two Trees



ISA Certified Arborists on Staff

2074 NW Alclek #403
Hillsboro OR 97124
503-645-2242 Office
503-645-9399 Fax
Oregon CCB#164737 WA License#NORTHTS958LT
www.nwtreespecialists.com



Arborist Report

Larry McDowell / PGE

306 18th St

Oregon City, Oregon 97045

Objective

Provide an overview of health and structure regarding the large 42" dbh Cherry tree (*Prunus emarginata*) and 18" dbh Hawthorn (*Crataegus monogyna*) in regards to possible removal for construction purposes to expand power substation.

General site conditions:

The trees in question are located along the west property line of the above address. The surrounding area consists of turf grass, parking lot to the south, and sidewalk to the west.

Observations:

The Hawthorn tree was a multiple stem tree with two of the three stems being removed (attachment one) prior to my site visit on Monday, February 16th. The remaining stem is growing to the west and has a heavy lean toward the sidewalk with no counterbalance due to the prior cutting of two stems (attachment 2). The previously cut stumps are showing signs of decay, possibly causing remaining trees' stump to be suspect of rot.

The Cherry tree is very large and mature. The tree looks to be in fair health overall for its size, but with strong evidence of heartwood decay (attachments 3 and 4). A Cherry tree of this maturity can be highly prone to large limb or trunk failure due the amount of trunk decay.

Findings & Recommendations:

The trees in question should be classed as very mature representatives for their species. Existing as open grown trees, natural competition from other trees is non-existent and natural thinning and self-pruning has occurred.

Considering that the overall health of the trees are fair, with respect to live crown ratio and foliage size, hazard rating of the trees does not require removal as use under the tree is low.

Several steps should be taken to increase longevity of the Cherry tree in question if the tree is to be retained. To lessen the chance of future failure, weight reduction and selective thinning will need to be done throughout the canopy of the Chery tree. A thorough prune should not be considered a permanent fix as continual monitoring will be required and subsequent pruning will be necessary in the future to continually reduce weight of large lateral branches. Even through constant monitoring and mitigation, breaks and tear outs can still be expected on the Cherry tree, especially in extreme conditions: snow, ice and wind.

Removal of the trees may be a viable option and offers the only solution to removing all hazard and risk associated with the trees due the maturity of the Cherry tree and the Hawthorn's heavy lean and root system decay.

Report provided by:

Trevor March
Certified Arborist PN 5740 AM
Cell 503.3806688
Office 503.645.2242
Northwest Tree Specialists
2074 NW Aloclek #403
Hillsboro Or 97124



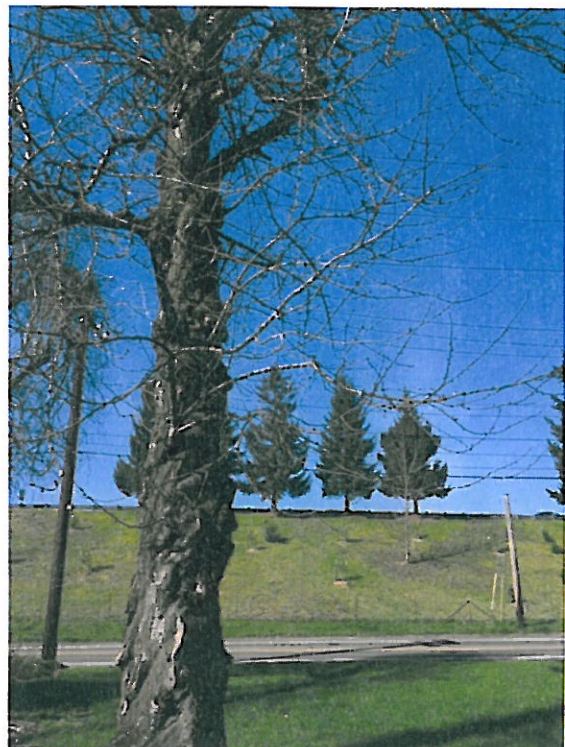
Attachment 1



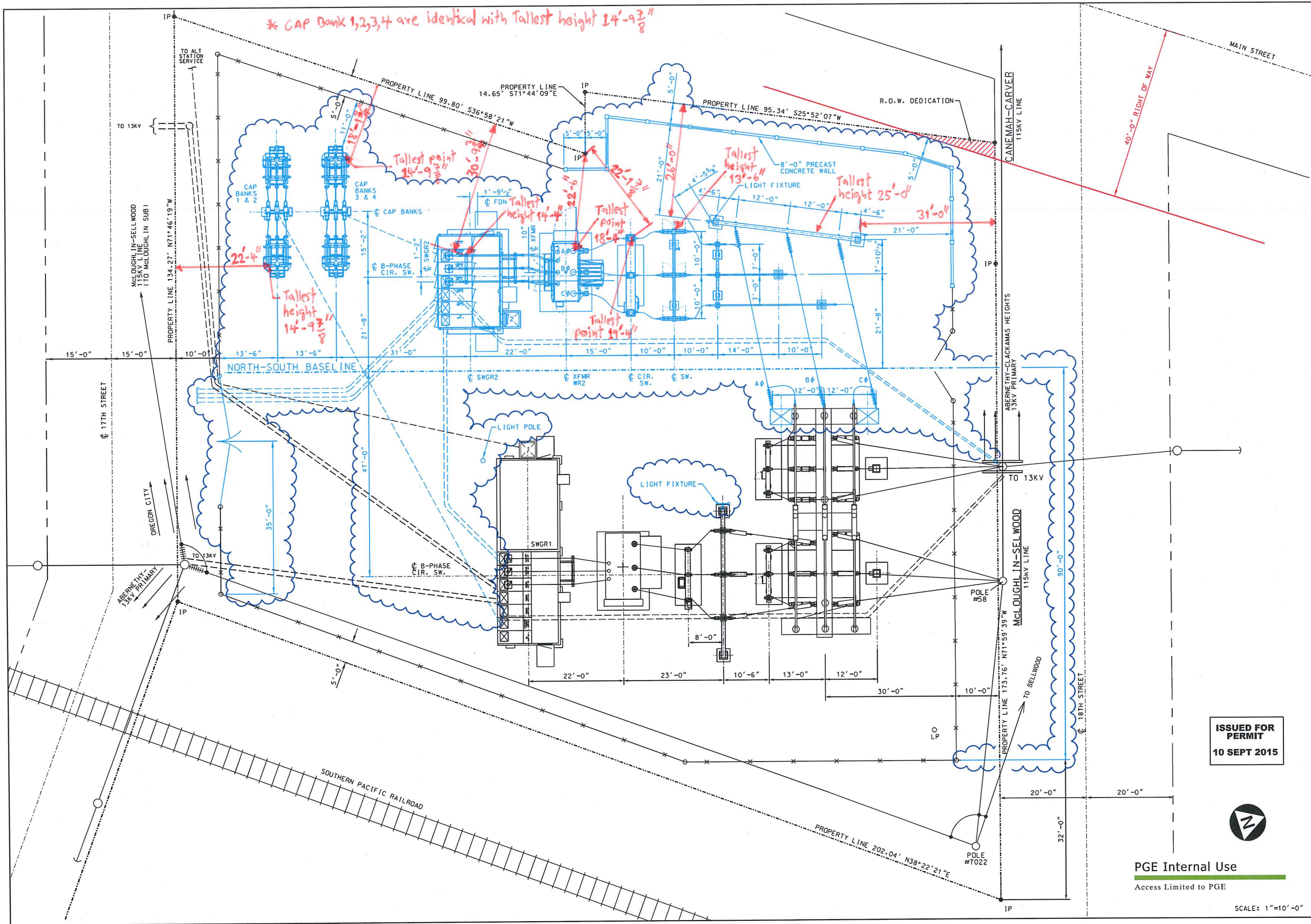
Attachment 2



Attachment 3



Attachment 4



ISSUED FOR PERMIT
10 SEPT 2015



PGE Internal Use
Access Limited to PGE

SCALE: 1"=10'-0"

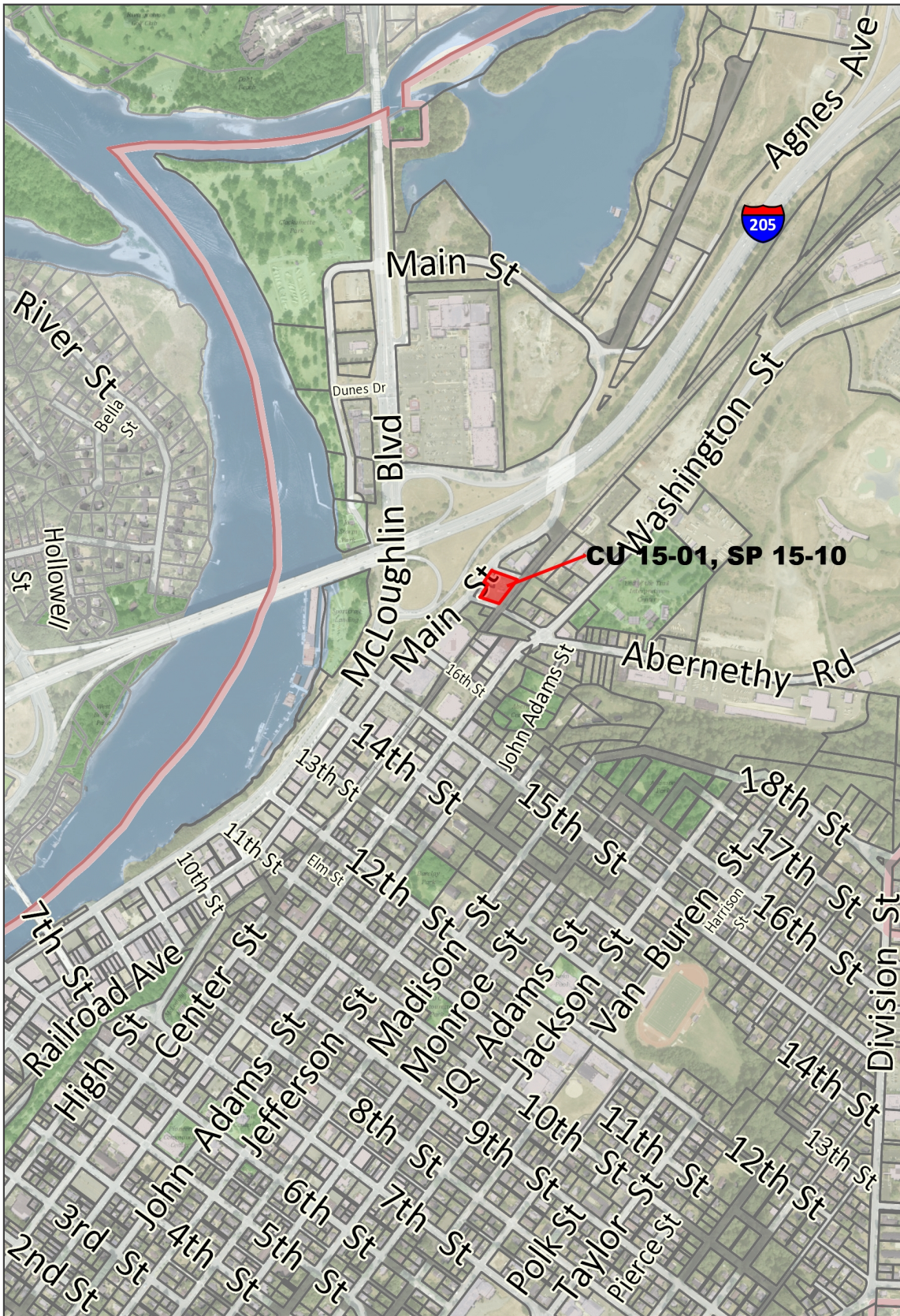
REVISION DESCRIPTION		DATE	REV.	BY	CHK.	APP.
ORIGINAL ISSUE:		04/01/58	0	JWR	JR	LJT
SUPERCEDES CE-5438, ADDED SWITCHGEAR 3 CS'S & 5 SWITCHES, JOB 25598.		07/01/10	7	TME	SAA	REJ BCP
REVISION PRIOR TO CONSTRUCTION JOB 25598.		10/29/10	8	TME	SAA	REJ BCP
ADDED CS W212, XFMR WR2, DS W211, SWGR 2 & CAP BANKS 1, 2, 3 & 4.		/ /	9	PEI	NVD	AFI NIC
AWO 100004071.						

Portland
General
Electric

ABERNETHY SUBSTATION
GENERAL LAYOUT

ABRN-1000
SHEET 1 OF 1
DIGITAL CODE AG

CU 15-01 and SP 15-10

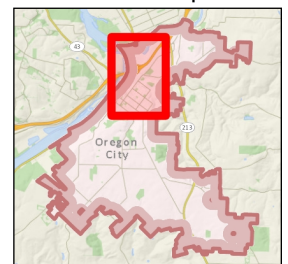


- Legend**
- Taxlots
 - Taxlots (Outside UGB)
 - Unimproved ROW
 - City Limits
 - UGB
 - Basemap

Notes

The applicant has requested a conditional use approval and site plan design review for an expansion to the existing PGE substation.

Overview Map



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.



0 964 Feet
1: 11,566

306 & 308 18th Street

Map created 10/13/2015

City of Oregon City
PO Box 3040
625 Center St
Oregon City
OR 97045
(503) 657-0891
www.oregoncity.org



Oregon Historic Site Form

Wood, W H, House
309 17th St
Oregon City, Clackamas County

LOCATION AND PROPERTY NAME

address: 309 17th St ☐ apprx. addr

Oregon City ☐ vcnt Clackamas County

Optional Information

assoc addresses:
(former addresses, intersections, etc.)

location descr:
(remote sites)

historic name: Wood, W H, House

current/
other names:

block nbr: lot nbr: tax lot nbr:

township: 2 S range: 2E section: 29 1/4:

zip:

PROPERTY CHARACTERISTICS

resource type: Building height (# stories): 1

elig. evaluation: eligible/contributing

primary constr date: 1889 (c.) ☒ secondary date: (c.) ☐
(optional--use for major addns)

primary orig use: Single Dwelling

secondary orig use:

primary style: Queen Anne

secondary style:

primary siding: Horizontal Board

secondary siding: Shingle

plan type: Rectangular Block

total # eligible resources: 1 total # ineligible resources:

NR status:

NR date listed: (indiv listed only; see
Grouping for hist dist)

orig use comments:

prim style comments:

sec style comments:

siding comments:

architect:

builder:

comments/notes: has vinyl windows

GROUPINGS / ASSOCIATIONS

survey project name or other grouping name	<u>Oregon City McLoughlin District Re-Survey 2001</u>	<u>Survey & Inventory Project</u>
	<u>Oregon Main Street RLS 2009</u>	<u>Survey & Inventory Project</u>

farmstead/cluster name: external site #:
(ID# used in city/agency database)

SHPO INFO FOR THIS PROPERTY

NR date listed:

ILS survey date:

RLS survey date: 1/19/2009

Gen File date:

106 Project(s)



**OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM**

HISTORIC NAME: W.H. Wood House DATE OF CONSTRUCTION: c. 1889
COMMON NAME: _____ ORIGINAL USE: Residence
ADDRESS: 309 - 17th Street PRESENT USE: Residence
OWNER: Harold & Maurina Bancke, ARCH./BLDR.: Unknown
16396 S. Bradley Road, Oregon City, OR 97045 STYLE: Vernacular/Queen Anne
T/R/S: 2-2E-29CB TAX LOT: 1600 BLDG. STRUC. DIST. SITE OBJ. (CIRCLE)
ADDITION: Greenpoint THEME: Architecture, 19th Century
LOT: 7 BLOCK: 3 QUAD: Oregon City

PLAN TYPE/SHAPE: Rectangular NO. OF STORIES: 1
FOUNDATION MATERIAL: Concrete block BASEMENT (Y/N): No
ROOF FORM & MATERIALS: Gable roof. Composition.
WALL CONSTRUCTION: Wood STRUCTURAL FRAME: Stud
PRIMARY WINDOW TYPE: One-over-one double-hung. Triple window on west not original.
SURFACING MATERIALS: Drop siding. Cornerboards. Rakeboards.
DECORATIVE FEATURES: Patterned shingles at front gable end.
OTHER: Hip-roof porch with chamfered posts. Wrought iron rail.
CONDITION: EXCELLENT _____ GOOD X FAIR _____ DETERIORATED _____ MOVED _____ (date)
EXTERIOR ALTERATIONS/ADDITIONS (dated): Porch railing (wrought iron), left front window and foundation not original, n.d. North wing added. Triple window on west not original.
NOTEWORTHY LANDSCAPE FEATURES: None.
ASSOCIATED STRUCTURES: None.
KNOWN ARCHAEOLOGICAL FEATURES: None.

GEOGRAPHIC SETTING: Occupies a corner lot at the intersection of 17th Street and the Main Street Extension. An area that once was residential, but has changed dramatically with construction of the freeway. Three other houses in area (among them the Hackett House, now used for offices), and telephone poles and an electrical substation.
STATEMENT OF SIGNIFICANCE: (Historical and/or architectural importance, dates, events, persons, contexts): No biographical information was found on W.H. Wood, the original owner of this house. The house is significant as one of the few remaining from the Greenpoint area, which was platted in the 1890's and later absorbed by Oregon City. This house is definitely threatened by freeway, power substation and nearby commercial and industrial uses.

SOURCES: Pioneer National Title Company Records, Oregon City.

NEGATIVE NO: Roll H, #19, 20
SLIDE NO: _____

RECORDED BY: Jane Altier
DATE: May 1982

SHPO INVENTORY NO.: _____

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM - TWO

NAME: W.H. Wood House

T/R/S: 2-2E-29CB TAX LOT 1600

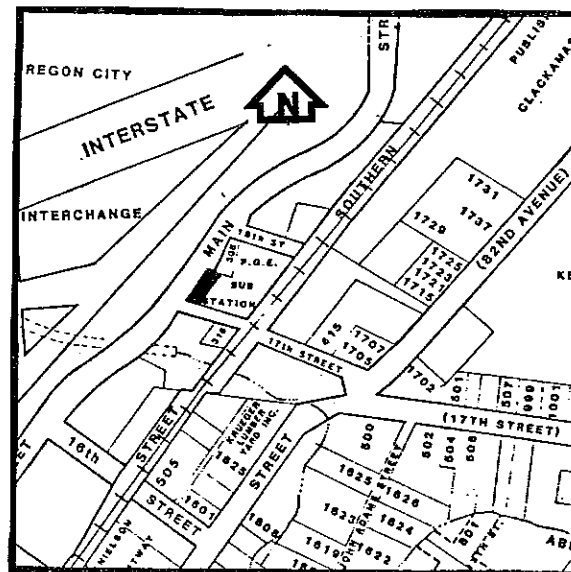
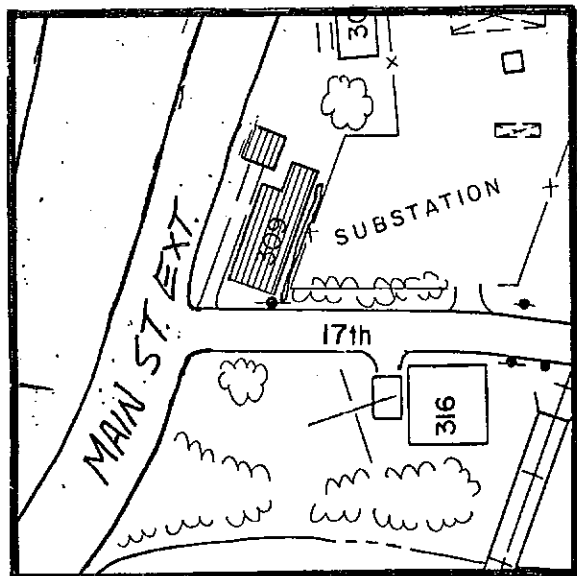
ADDRESS: 309 - 17th Street

QUADRANGLE: Oregon City



NEGATIVE NO. Roll H, #19, 20

SLIDE NO. _____



GRAPHIC AND PHOTO SOURCES: Base Map of Oregon City, 1987.
Oregon City Planning Department Photograph, 1987.

SHPO INVENTORY NO.: _____



View from 17th Street: Existing Screening between subject property and neighboring structure at 309 17th Street.



View from Main Street: Existing landscaping screening between chain link fence and neighboring structure at 309 17th Street.



City of Oregon City

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

Staff Report

File Number: PC 15-220

Agenda Date: 11/4/2015

Status: Agenda Ready

To: Planning Commission

Agenda #: 3b.

From: Planner Laura Terway

File Type: Planning Item

SUBJECT:

ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan and CP 15-02: Master Plan Amendment

RECOMMENDED ACTION (Motion):

Staff recommends the Planning Commission recommend approval of ZC 15-04, PZ 15-02 and CP 15-02 to the City Commission.

BACKGROUND:

Providence Willamette Falls Medical Center is seeking to amend a previously approved Concept (Master Plan) as well as the Comprehensive Plan Map and Zoning Map for two properties from Low Density Residential/"R-6" Single-family Dwelling District to Mixed Use Employment/"MUE" Mixed Use Employment District. The Master Plan amendment includes;

1. Expanding the Master Plan boundary approximately one acre
2. Consolidating two medical office buildings into one and reducing the square footage of the facility
3. Amending the phasing plan by removing references to Phase 3 and allow the project previously identified in Phase 3 to be constructed in Phase 2. All remaining development projects may occur in any order during existing Phase 2 (Years 2012 - 2021).

BUDGET IMPACT:

Amount:

FY(s):

Funding Source:



**TYPE IV APPLICATION
STAFF REPORT AND RECOMMENDATION**
October 29, 2015

FILE NUMBER: ZC 15-04: Zone Change
PZ 15-02: Amendment to the Comprehensive Plan
CP 15-02: Master Plan Amendment

**APPLICANT/
OWNER:** Providence Willamette Falls Medical Center, c/o Russell Reinhard
1500 Division Street, Oregon City, Oregon 97045

REPRESENTATIVE: Harper Houf Peterson Righellis Inc., c/o Stefanie Slyman, AICP
205 SE Spokane Street, Suite 200, Portland, Oregon 97202

REQUEST: Providence Willamette Falls Medical Center (PWF) is seeking to amend a previously approved Master Plan and change the Oregon City Comprehensive Plan and Zoning Map for two properties from Low Density Residential/"R-6" Single-family Dwelling District to Mixed Use Employment/"MUE" Mixed Use Employment District.

LOCATION: Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200

REVIEWERS: Laura Terway, AICP, Planner
Wendy Marshall, P.E., Development Projects Manager

RECOMMENDATION: Approval with Conditions.

PROCESS: Type IV decisions include only quasi-judicial plan amendments and zone changes. These applications involve the greatest amount of discretion and evaluation of subjective approval standards and must be heard by the city commission for final action. The process for these land use decisions is controlled by ORS 197.763. At the evidentiary hearing held before the planning commission, all issues are addressed. If the planning commission denies the application, any party with standing (i.e., anyone who appeared before the planning commission either in person or in writing) may appeal the planning commission denial to the city commission. If the planning commission denies the application and no appeal has been received within ten days of the issuance of the final decision then the action of the planning commission becomes the final decision of the city. If the planning commission votes to approve the application, that decision is forwarded as a recommendation to the city commission for final consideration. In either case, any review by the city commission is on the record and only issues raised before the planning commission may be raised before the city commission. The city commission decision is the city's final decision and is appealable to the land use board of appeals (LUBA) within twenty-one days of when it becomes final.

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

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

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

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

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

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

I. BACKGROUND:

1. Land Use History

The applicant indicated that:

The PWF Master Plan was approved in 2012 per CP-11-01: Master Plan. A concurrent application for Phase 1 of the master plan, the Division Street Parking Lot, was also approved in 2012 per DP11-03: Detailed Development Plan; NR 11-05: Natural Resource Overlay Exemption; and LL-07: Lot Line Adjustment. Prior to the 2012 Master Plan, PWF received approvals for Site Plan and Design Review and Conditional Use Permit for Hospital Building Expansion with Hospital and Nursing Home Site Improvements. File numbers: CU 03-03 & SP 03-19.

Figure 1. Vicinity Map

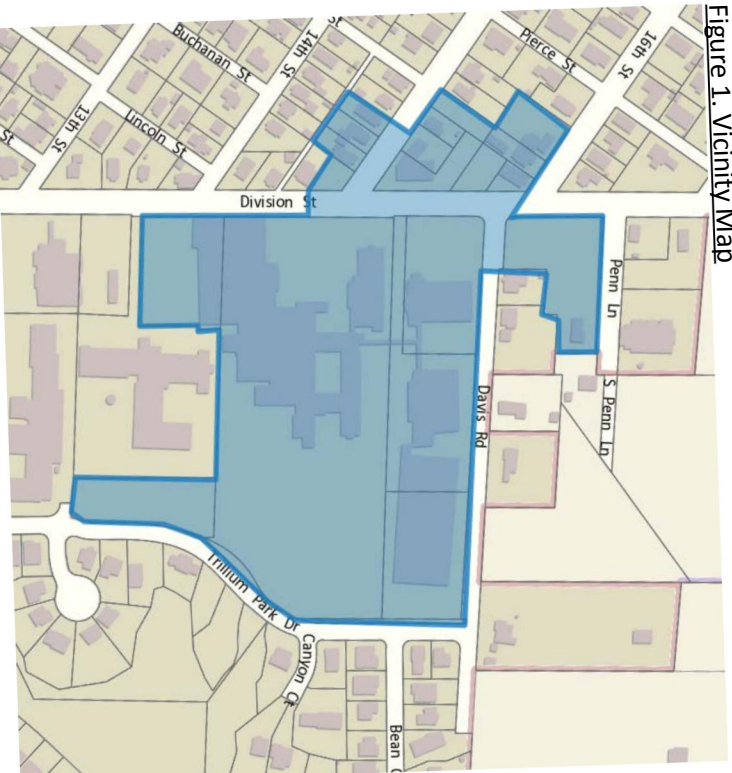


Figure 2: Existing Conditions – Aerial Image



2. Project Description

Providence Willamette Falls Medical Center (PWF) is seeking amend a previously approved Master Plan and change the Oregon City Comprehensive Plan and Zoning Map for two properties from Low Density Residential/"R-6" Single-family Dwelling District to Mixed Use Employment/"MUE" Mixed Use Employment District (Exhibit 2). The applicant indicated that:

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

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

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

continue to be subject to Conditions of Approval resulting from CP 11-01: Master Plan, as revised by this master plan modification, or the future detailed development plan.

Master Plan Amendment:

The following modifications to the 2012 Master Plan (Exhibit 8) are requested.

- **Expand Master Plan Boundary.** This proposal would add six properties on the west side of Division Street to the Master Plan boundary. These expansion area includes two properties on 16th Street (1714 and 1716 16th Street) and four properties on the south side of 15th Street (1806, 1808, 1810, 1812 15th). This will increase the area of the campus boundary from 746,513 square feet to 791,276 square feet, an addition of 44,763 square feet (approximately 1 acre). These six properties, together with the existing West MOB site as shown in the 2012 Master Plan, will serve as the site of the future West MOB and parking. The intent is to provide parking for patients in closer proximity to the West MOB and to minimize on-street neighborhood parking impacts. No PWF campus development other than the West MOB and parking is proposed in the expanded boundary area.
- **Consolidate Medical Office uses and Decrease Overall Campus Development.** This proposal would reduce the total amount of MOB square footage in the master plan. The 2012 master plan identified an East and West MOB (20,000 – 25,000 square feet each) for a total of approximately 50,000 square feet. PWF proposes to consolidate these uses at the West MOB location with a building size of 30,000 - 35,000 square feet, resulting in a net reduction from the approved 2012 master plan. This will result in a campus-wide reduction from the approved 104,000 square feet of new building area to 84,000 - 89,000 square feet. The applicant provided the following comparison of the 2012 and 2015 Master Plan in Exhibit 2.

COMPARISON OF 2012 APPROVED MASTER PLAN AND 2015 PROPOSED MASTER PLAN

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

- **Revise Development Phasing.** This proposal would remove references to Phase 3 and allow the project previously identified in Phase 3 to be constructed in Phase 2. All remaining development projects may occur in any order during existing Phase 2 (Years 2012 - 2021).

Comprehensive Plan Amendment / Zone Change for 1714 & 1716 16th Street. This application proposes to change the Comprehensive Plan and Zoning Designation of two properties from Low Density Residential/"R-6" Single-Family Dwelling District to Mixed Use Employment/"MUE" Mixed Use Employment District so the land may be added to the Master Plan to accommodate the modified West MOB and associated parking. The MUE District is currently applied within the entire master plan boundary, as well as the west side of Division Street for a depth of one to two blocks from 12th and 17th

Streets. The two properties proposed for rezoning are bordered by MUE-zoned properties to the east and north, and partially to the south.

Figure 3: Proposed Amendment

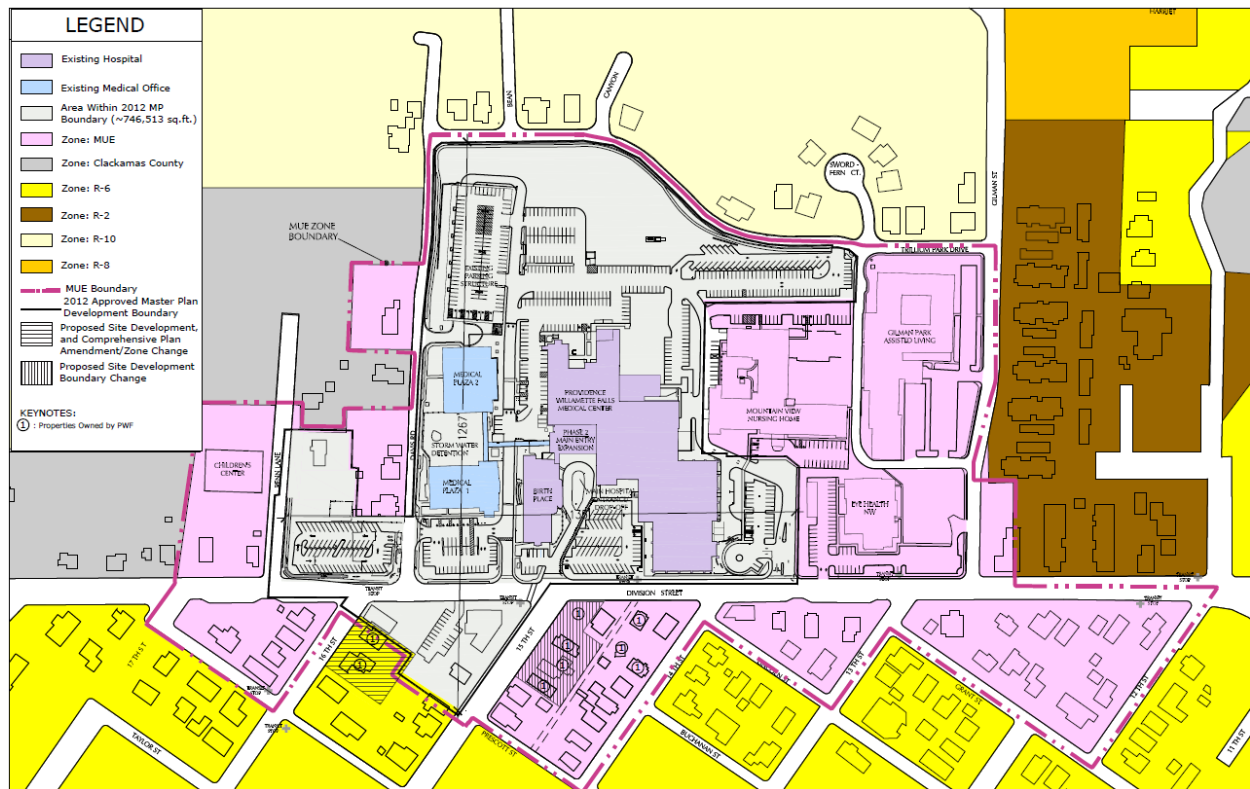


Figure 4: Approved Master Plan



Figure 5: Excerpt from Approved Master Plan

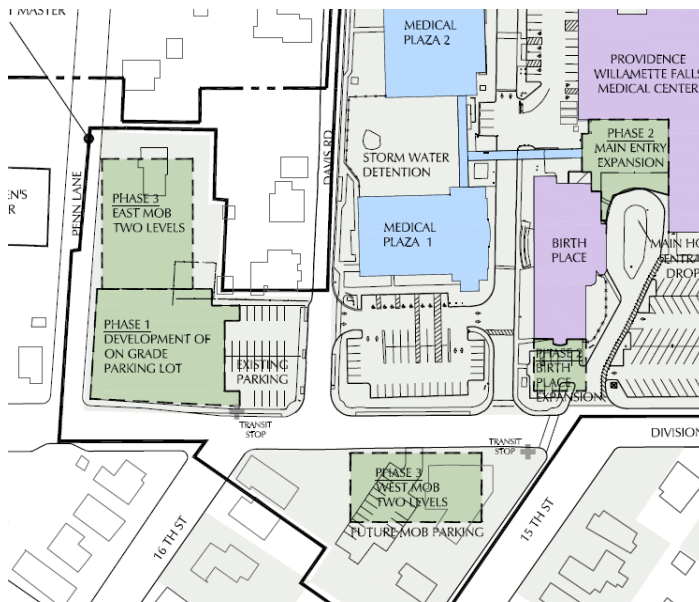


Figure 6: Current Zoning Map

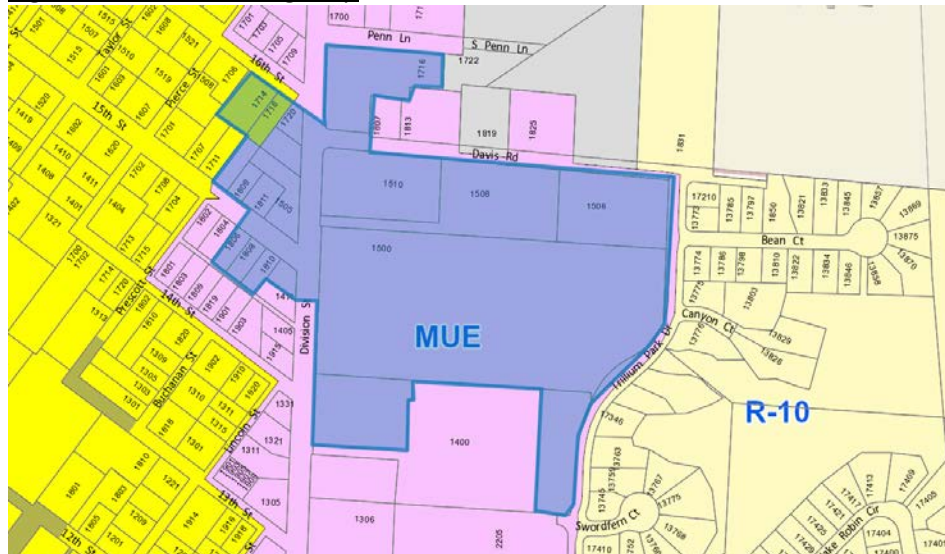
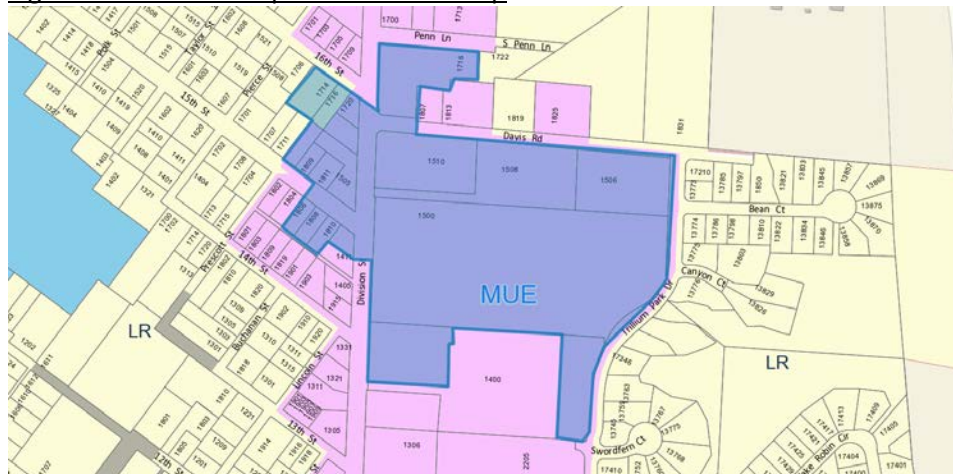


Figure 7: Current Comprehensive Plan Map



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
- 17.12 – “R-6” Single-Family Dwelling District
- 17.31 – “MUE” Mixed Use Employment District
- 17.41- Tree Protection Standards
- 17.44- Geologic Hazards Overlay District
- 17.49 – Natural Resource Overlay District
- 17.50 – Administrative Processes
- 17.52 – Off-Street parking and Loading
- 17.62 – Site Plan and Design Review
- 17.54 – Supplemental Zoning Regulations and Exceptions
- 17.65 - Master Plans
- 17.68 - Zoning Changes and Amendments.

The City Code Book is available on-line at www.oregoncity.org.

II. ANALYSIS AND FINDINGS:

CHAPTER 17.12 - “R-6” SINGLE-FAMILY DWELLING DISTRICT

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

CHAPTER 17.31 - “MUE” MIXED USE EMPLOYMENT DISTRICT

Finding: Complies as Proposed. A vast majority of the subject site is within the “MUE” Mixed Use Employment District, though the application includes a request to amend the zoning designation and Comprehensive Plan designation of 1714 and 1716 16th Street from “R-6” Single-Family Dwelling District to MUE. The zone change would accommodate the placement of a medical office building, a use permitted in OCMC 17.31.020.E.

The Master Plan amendment will result in a campus-wide reduction from the approved 104,000 square feet of net, new building area to 84,000 - 89,000 square feet. With the increase in campus size and decrease in development square footage, the floor area ratio (FAR) will decrease from 0.61 to 0.55 - 0.56; nonetheless it will continue to exceed by more than twofold the minimum FAR of 0.25 in the MUE District. Compliance with the dimensional standards of the future building will be reviewed upon submittal of a development application.

CHAPTER 17.68.020 ZONE CHANGES AND AMENDMENTS

17.68.010 Initiation of the Amendment.

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

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

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

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

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

Finding: Please refer to the analysis below.

Goal 1: Citizen Involvement

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

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

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

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.

Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

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

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

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

Goal 2: Land Use

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

Finding: Complies with Condition. The applicant requested a Comprehensive Plan Amendment and Zone Change from "R-6" Single-Family Dwelling District to "MUE" Mixed Use Employment District as well as an amendment to the existing Providence Willamette Falls Master Plan to include the site for use as a future medical office building. The proposal would utilize the site in a manner which is more intensive and thus efficient than the current zoning designation. This goal is met.

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

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

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

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

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

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

Finding: Complies as Proposed. The proposed application will not dramatically change the neighborhood. The proposal would expand the boundary of the Master Plan by approximately 0.53 of an acre within the MUE district and approximately 0.5 acres currently within the “LR” Low Density Residential Development Comprehensive Plan designation and the “R-6” Single-Family Dwelling District, an extremely small percentage of the 18.52 acre Master Plan site and of the 157 acres of MUE zoned properties within the City. In addition, the application includes the consolidation of two medical office buildings totaling 50,000 square feet into a single structure which is approximately 35,000 square feet. The applicant indicated that “The intent of this modification is to improve patient access to the West MOB while reducing parking impacts on McLoughlin neighborhood streets by locating parking in proximity to the West MOB. Moreover, the proposal will result in fewer traffic impacts and less parking demand overall from buildout of the master plan due to a net reduction of 15,000 sf of building space on campus” (Exhibit 2). This goal is met.

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

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

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

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

Goal 3: *Agricultural Land: requires local governments “to preserve and maintain agricultural lands.”*

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

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

Finding: Not Applicable. The Oregon City Municipal Code implements Goal 5 through a variety of overlay districts. Portions of the Master Plan boundary are within the Natural Resource Overlay District as well as the Geologic Hazards Overlay District, which will be addressed upon submittal of an application for development of the site. There are no historic structures located on the subject site. This goal is not applicable.

Goal 6: *Quality of Air, Water and Land Resources*

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

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

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

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

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

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

Finding: Not Applicable. Future development of the site will be reviewed upon submittal of a development application, whereby standard erosion prevention and sediment control measures will be implemented during construction.

Goal 6.3: Nightlighting: *Protect the night skies above Oregon City and facilities that utilize the night sky, such as the Haggart Astronomical Observatory, while providing for nightlighting at appropriate levels to ensure safety for residents, businesses, and users of transportation facilities, to reduce light trespass onto neighboring properties, to conserve energy, and to reduce light pollution via use of night-friendly lighting.*

Finding: Not Applicable. Light pollution is addressed in Chapter 17.62.065 of the Oregon City Municipal Code upon submittal of a Detailed Development application. This policy is not applicable.

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

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

Goal 7: Natural Hazards

Finding: Not Applicable. Portions of the subject site are within the Geologic Hazards Overlay District as well as the Natural Resources Overlay District, which will be addressed upon submittal of a Detailed Development application. This goal is not applicable.

Goal 8: Parks and Recreation

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

Goal 9: Economic Development

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

Finding: Complies as Proposed. The proposed amendment will result in the increased opportunity to provide employment and reinforce the economic role of the hospital in the community. Once development occurs, taxes will be levied for support of services and facilities. This goal is met.

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

Finding: Complies as Proposed. Policy 10.1.3 seeks to “designate residential land for a balanced variety of densities and types of *housing, such as single-family attached and detached, and a range of multi-family densities and types, including mixed-use development*”. This proposal would remove two single-family homes, totaling approximately 0.5 acres, from the “R-6” Single-Family Dwelling District, which constitutes 14% of the City to the “MUE” Mixed Use Employment District which constitutes 3% of the City. The proposal would have a nominal effect on the availability of housing in Oregon City. This goal is met.

Zoning Designation	Acres	Percent of the City
R-10	1,567	25%
R-8	1,092	18%
R-6	890	14%
R-3.5	424	7%
R-2	262	4%
C	161	3%
CI	165	3%
GI	220	4%
HC	9	0%
I	475	8%
MUC-1	168	3%
MUC-2	45	1%
MUD	510	8%
MUE	157	3%
WFDD	30	0%

In addition, there are approximately 13,250 homes in Oregon City the loss of 5 homes is minimal (much less than 1 percent).

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

Finding: Complies as Proposed. The removal of two homes on a total of approximately 0.5 acre would have a negligible effect on the City's stock of affordable housing. This goal is met.

Goal 11: Public Facilities

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

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

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

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

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

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

Finding: Complies as Proposed. All public facilities necessary to serve this project are available at adequate levels to meet the proposed MUE zoning. The provision of public facilities and services will be consistent with the goals, policies and implementing measures of the Comprehensive Plan, and, because the site is within the city limits, the integrity of local public facility plans will be maintained. The subject site is an infill redevelopment opportunity.

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

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

Finding: Complies as Proposed. Other Goals contained within Section (Goal) 11 will also be satisfied and fulfilled because the proposed comprehensive plan amendment will not negatively impact any public facilities and services within the city. The goals and their associated Policies will all be fully satisfied and fulfilled without any undo or significant impact on these facilities and services as a result of the proposed comprehensive plan amendment and zone change.

Goal 12: Transportation

Goal 12.1 Land Use-Transportation Connection

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

Policy 12.1.1

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

Policy 12.1.2

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

Policy 12.1.3

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

Policy 12.1.4

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

Goal 12.5 Safety

Develop and maintain a transportation system that is safe.

Policy 12.5.1

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

Policy 12.5.2

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

Policy 12.5.3

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

Goal 12.6 Capacity

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

Policy 12.6.1

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

Policy 12.6.2

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

Policy 12.6.3

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

Policy 12.6.4

Identify and prioritize improved connectivity throughout the city street system.

Finding: Complies as Proposed. The applicant submitted a Transportation Impact Analysis (TIA) dated July 23, 2015 prepared under the direction of Julia Kuhn, P.E. of Kittleson and Associates, Inc. The analysis was performed at the worst case scenario of a 6,000 square foot medical office building, though the proposal would result in a net reduction in square footage of the Master Plan, and thus the analysis reviewed the impact of the zone change for approximately 0.5 acre. As identified in the Master Plan, each Detailed Development Plan submitted within the Master Plan will require an additional traffic study to determine the traffic impacts and identify appropriate mitigation to demonstrate compliance with the standards in the Oregon City Municipal Code.

The TIA was reviewed by a City consultant John Replinger, P.E., of Replinger and Associates. Mr. Replinger concluded that "I find that the TIA provides an adequate basis upon which to assess the impacts of the proposed rezoning. The impact of the rezoning is minor and the proposal does not have a significant impact as described in the Transportation Planning Rule. When a specific development proposal is presented, a few items not dealt with in this analysis will need to be addressed in a supplement or a new TIA" Exhibit 3).

Goal 13: Energy Conservation

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

Finding: Complies as Proposed. This section requires the conservation of energy in all forms through efficient land-use patterns, public transportation, building siting and construction standards, and city programs, facilities and activities. The policies promote energy conservation through the promotion of mixed-use developments and increased densities near activity centers, and the construction of bikeways and sidewalks to improve connectivity. The proposed amendment will result in efficient land use pattern by increasing the amount of development which may occur onsite. In addition, the site includes the Providence Willamette Falls Hospital which is a neighborhood activity center that may provide employment or opportunities and/or access to medical services for nearby residences.

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

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

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

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

Finding: Complies as Proposed. This proposal will contribute to achieving this Section (Goal) by increasing the re-development potential within the City limits. Future development of the site will result in improvements to public utilities. This goal is met.

Goal 15: Willamette River Greenway

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

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

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

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

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

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

Transportation: Please refer to the analysis in Policy 12 above.

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

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

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

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

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

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

Finding: Not Applicable. The statewide planning goals are implemented through compliance with the Oregon City Comprehensive Plan which contains applicable goals and policies analyzed in 17.68.020.A

CHAPTER 17.65 MASTER PLANS

17.65.050.A Existing Conditions Submittal Requirements

17.65.050.A.1. *Narrative statement. An applicant must submit a narrative statement that describes the following:*

- a. Current uses of and development on the site, including programs or services.*
- b. History or background information about the mission and operational characteristics of the institution that may be helpful in the evaluation of the general development plan.*

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

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

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

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

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

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

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

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

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

17.65.050.A.1.f. *Existing utilization of the site. May also reference submitted maps, diagrams or photographs.*

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

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

Finding: Complies as Proposed. The application included the following Figures in Appendix E of Exhibit 2:
Figure 01: Vicinity Map and Existing Zoning

Figure 02: Existing Ownership Patterns

Figure 03: Existing Natural Resources, Hazards, and Topography

Figure 04: Existing Light Locations

Figure 05: 2012 Approved Master Plan

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

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

- 1. Existing transportation facilities, including highways, local streets and street classifications, and pedestrian and bicycle access points and ways;*
- 2. Transit routes, facilities and availability;*
- 3. Alternative modes utilization, including shuttle buses and carpool programs; and*
- 4. Baseline parking demand and supply study (may be appended to application or waived if not applicable).*

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

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

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

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

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

17.65.050.B. *Proposed Development Submittal Requirements.*

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

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

17.65.050.B.1.b. *The proposed development boundary. May also reference submitted maps or diagrams.*

Finding: Complies as Proposed. Figure 06 of the submittal includes the proposed boundary expansion (Exhibit 2).

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

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

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

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

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

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

17.65.050.B.1.f. *An analysis of the impacts of the proposed development on the surrounding community and neighborhood, including:*

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

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

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

17.65.050.B.1.g. *A summary statement describing the anticipated transportation impacts of the proposed development. This summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips, projected AM and PM peak hour traffic and the maximum parking demand associated with build-out each phase of the master plan.*

17.65.050.B.1.h. *In addition to the summary statement of anticipated transportation impacts, an applicant shall provide a traffic impact study as specified by city requirements. The transportation impact study shall either:*

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

17.65.050.B.1.i. *If an applicant chooses to pursue option h.1., the applicant may choose among three options for implementing required transportation capacity and safety improvements:*

- 1. The General Development Plan may include a phasing plan for the proposed interior circulation system and for all on-site and off-site transportation capacity and safety improvements required on the existing street system as a result of fully implementing the plan. If this option is selected, the transportation phasing plan shall be binding on the applicant.*
- 2. The applicant may choose to immediately implement all required transportation safety and capacity improvements associated with the fully executed general development plan. If this option is selected, no further*

transportation improvements will be required from the applicant. However, if a general development plan is later amended in a manner so as to cause the projected average daily trips, the projected AM or PM peak hour trips, or the peak parking demand of the development to increase over original projections, an additional transportation impact report shall be required to be submitted during the detailed development plan review process for all future phases of the development project and additional improvements may be required.

3. The applicant may defer implementation of any and all capacity and safety improvements required for any phase until that phase of the development reaches the detailed development plan stage. If this option is selected, the applicant shall submit a table linking required transportation improvements to vehicle trip thresholds for each development phase.

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

17.65.050.B.1.j. *The applicant or city staff may propose objective development standards to address identified impacts that will apply within the proposed development on land that is controlled by the institution. Upon approval of the general development plan, these standards will supersede corresponding development standards found in this code. Development standards shall address at least the following:*

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

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

17.65.050.B.2 *Maps and diagrams. The applicant must submit, in the form of scaled maps or diagrams, as appropriate, the following information:*

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

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

17.65.050.C. *Approval Criteria for a General Development Plan. The planning commission shall approve an application for general development plan approval only upon finding that the following approval criteria are met.*

1. *The proposed General Development Plan is consistent with the purposes of Section 17.65.*

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

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

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

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

Finding: Please refer to analyses within this report.

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

Finding: Not Applicable. The Oregon City Municipal Code implements Goal 5 through a variety of overlay districts. Portions of the Master Plan boundary are within the Natural Resource Overlay District as well as the Geologic Hazards Overlay District, which will be addressed upon submittal of an application for development of the site. There are no historic structures located on the subject site. This goal is not applicable.

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

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

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

Finding: Please refer to the analysis within this report.

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

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

17.65.80 Amendments to Approved Plans

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

17.65.090 Regulations that Apply

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

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

CHAPTER 12.04 – STREETS, SIDEWALKS AND PUBLIC PLACES

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

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

The analysis within the previous Master Plan demonstrating compliance with Chapter 12.04 remains unchanged. Future development shall comply with Planning file CP 11-01 and any amendments within this application. **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

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

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

CHAPTER 13.12 – STORMWATER MANAGEMENT

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

CHAPTER 15.48 – GRADING, FILLING AND EXCAVATING

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

CHAPTER 17.41- TREE PROTECTION STANDARDS

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

CHAPTER 17.44- GEOLOGIC HAZARDS OVERLAY DISTRICT

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

CHAPTER 17.49 – NATURAL RESOURCE OVERLAY DISTRICT

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

CHAPTER 17.52 – OFF-STREET PARKING AND LOADING

Finding: Complies with Condition. Chapter 17.52.020.A identifies a minimum and maximum a number of parking stalls for the Master Plan. The application included a site plan in Figure 7 of Exhibit 2 which identified the number of parking stalls onsite. The proposed reduction of a minimum of 15,000 square feet of Master Plan at full build out would result in an equivalent parking ratio of 1.96 – 2.03 spaces/1,000 square feet based on a total projected parking supply of 874-894 spaces. Though the Oregon City Municipal Code provides opportunities for reductions in the parking onsite, the minimum requirement identified in OCMC 17.52.020 is 2 parking stalls for every 1,000 of net leasable area. Prior to issuance of permits associated with a Detailed Development Plan the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. All other standards within this chapter will be reviewed upon submittal of a Detailed Development Plan. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 17.62 – SITE PLAN AND DESIGN REVIEW

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

CHAPTER 17.54 – SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS

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

CHAPTER 17.50 - ADMINISTRATION AND PROCEDURES

17.50.010 Purpose.

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

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

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

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

17.50.050 Preapplication Conference

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

17.50.055 Neighborhood Association Meeting

Finding: Complies as Proposed. The applicant's representatives attended a meeting with the McLoughlin Neighborhood Association (MNA) on June 4, 2015 to present the proposal and seek to solicit neighborhood input (Appendix F of Exhibit 2). At the request of the MNA, PWF representatives held a follow up meeting with a subgroup of the MNA on June 30, 2015 at which time PWF presented a modified proposal which removed property on 14th Street from the proposal. This standard is met.

17.50.060 Application Requirements.

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

17.50.070 Completeness Review and 120-day Rule.

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

17.50.080 Complete Application--Required Information.

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

17.50.090 Public Notices.

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

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

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

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

No conflicts with the approval criteria were identified in the public comments submitted.

17.50.100 Notice Posting Requirements.

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

CONCLUSION AND RECOMMENDATION:

Based on the analysis and findings as described above, Staff concludes that the proposed Zone Change, Comprehensive Plan Amendment and Master Plan Amendment located at Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200, can meet the requirements as described in the Oregon City Municipal Code provided in this report with the conditions of approval. Therefore, the Community Development Director recommends the Planning

Commission and City Commission approve ZC 15-04, PZ 15-02 and CP 15-02 with conditions, based upon the findings and exhibits contained in this staff report.

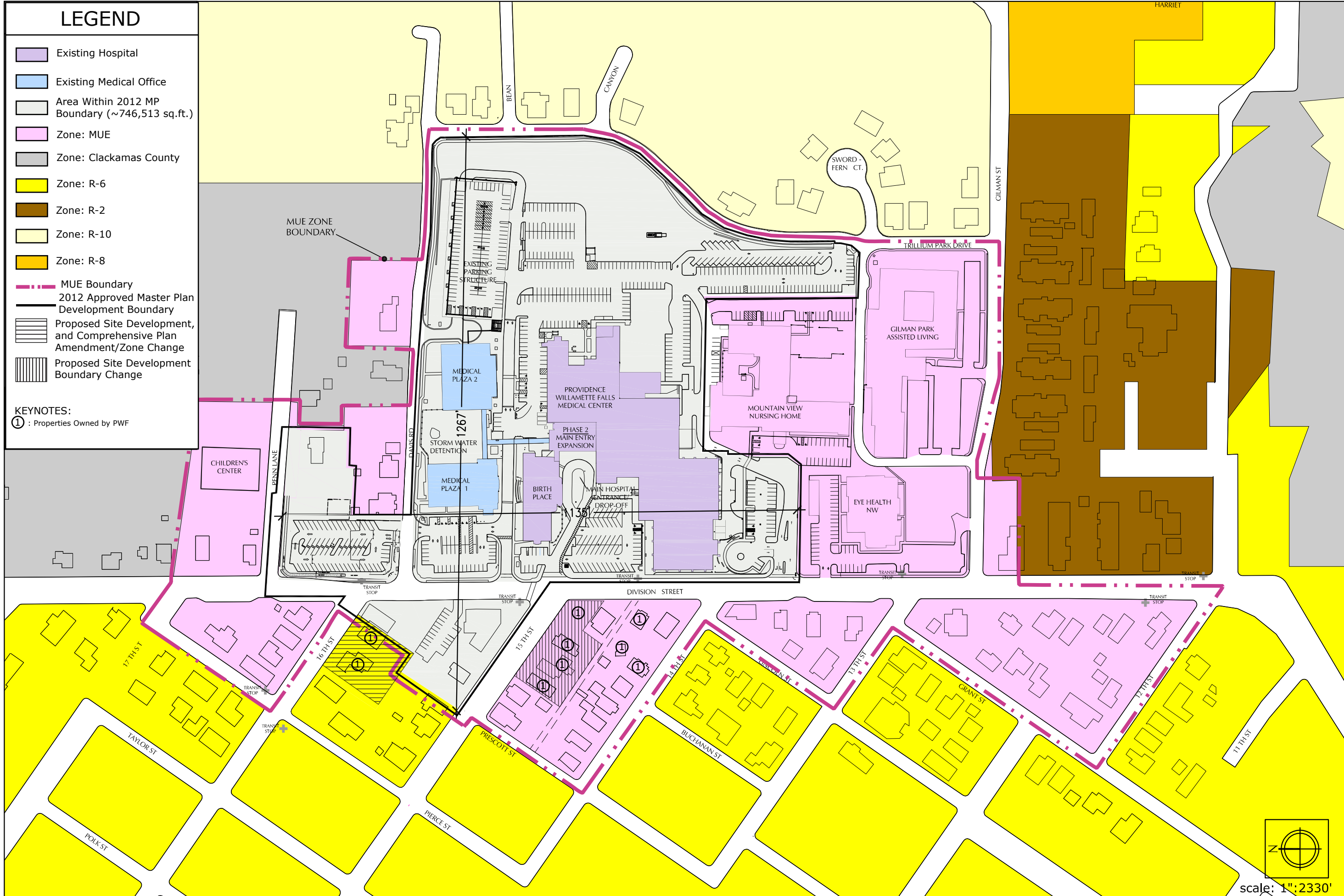
EXHIBITS:

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

LEGEND

- Existing Hospital
- Existing Medical Office
- Area Within 2012 MP Boundary (~746,513 sq.ft.)
- Zone: MUE
- Zone: Clackamas County
- Zone: R-6
- Zone: R-2
- Zone: R-10
- Zone: R-8
- MUE Boundary
- 2012 Approved Master Plan Development Boundary
- Proposed Site Development, and Comprehensive Plan Amendment/Zone Change
- Proposed Site Development Boundary Change

KEYNOTES:
① : Properties Owned by PWF



PROVIDENCE
Health & Services

Date: 07/28/2015

Providence Willamette Falls Medical Center
Master Plan Amendment and Comprehensive
Plan Amendment/Zone Change Application

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Sheet Number: **FIGURE 01**

Vicinity Map and Existing Zoning

pka
ARCHITECTS

+



PROVIDENCE WILLAMETTE FALLS MEDICAL CENTER

MASTER PLAN MODIFICATION COMPREHENSIVE PLAN AMENDMENT / ZONE CHANGE

Submitted to:

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Figure 03:	Existing Natural Resources, Hazards, and Topography
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APPENDICES

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

I. SUMMARY OF PROPOSAL

Applicant/Owner:	Providence Willamette Falls Medical Center C/o Russell Reinhard 1500 Division Street Oregon City, Oregon 97045
Representative:	Harper Houf Peterson Righellis Inc. C/o Stefanie Slyman, AICP 205 SE Spokane Street, Ste. 200 Portland, OR 97202
Request:	Providence Willamette Falls Medical Center (PWF) is seeking approval of two concurrent land use requests to 1) Modify the 2012 Master Plan and 2) Amend the Oregon City Comprehensive Plan and Zoning Map for two properties from Residential/R-6 to Mixed Use Employment (MUE).
Location:	1714 and 1716 16 th Street Clackamas County Map 22E32AB Tax Lots 3100, 3000 1806, 1808, 1810, and 1812 15 th Street Clackamas County Map 22E32AB Tax Lots 3900, 4000, 4100, 4200 1500 Division Street – PWF Medical Center Clackamas County Map 22E32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 4400, 4600 ¹ , Clackamas County Map 22E32AA, Tax Lot 400 Clackamas County Map 22E32AC, Tax Lots 101, 201
Zoning:	Mixed Use Employment (MUE) and R-6 – Single Family Dwelling District
Land Use History:	The PWF Master Plan was approved in 2012 per CP-11-01: Master Plan. A concurrent application for Phase 1 of the master plan, the Division Street Parking Lot, was also approved in 2012 per DP11-03: Detailed Development Plan; NR 11-05: Natural Resource Overlay Exemption; and LL-07: Lot Line Adjustment. Prior to the 2012 Master Plan, PWF received approvals for Site Plan and Design Review and Conditional Use Permit for Hospital Building Expansion with Hospital and Nursing Home Site Improvements. File numbers: CU 03-03 & SP 03-19.

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

Proposal Summary:

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

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

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

II. DETAILED PROPOSAL AND REQUESTED APPROVALS

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

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

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

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

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

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

COMPARISON OF 2012 APPROVED MASTER PLAN AND 2015 PROPOSED MASTER PLAN

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

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

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

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

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

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

SUBMITTAL REQUIREMENTS

17.65 – Master Plans

17.65.050 - General Development Plan.

A. Existing Conditions Submittal Requirements.

1. *Narrative statement. An applicant must submit a narrative statement that describes the following:*

a. Current uses of and development on the site, including programs or services.

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

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

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

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

c. A vicinity map showing the location of the General Development Plan boundary relative to the larger community, along with affected major transportation routes, transit, and parking facilities. At least one copy of the vicinity map must be eight and one-half inches x eleven inches in size, and black and white reproducible.

d. Non-institutional uses that surround the development site. May also reference submitted maps, diagrams or photographs.

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

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

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

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

f. Existing utilization of the site. May also reference submitted maps, diagrams or photographs.

g. Site description, including the following items. May also reference submitted maps, diagrams or photographs.

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

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

Figure 01: Vicinity Map and Existing Zoning

Figure 02: Existing Ownership Patterns

Figure 03: Existing Natural Resources, Hazards, and Topography

Figure 04: Existing Light Locations

Figure 05: 2012 Approved Master Plan

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

- 1. Existing transportation facilities, including highways, local streets and street classifications, and pedestrian and bicycle access points and ways;*
- 2. Transit routes, facilities and availability;*
- 3. Alternative modes utilization, including shuttle buses and carpool programs; and*
- 4. Baseline parking demand and supply study (may be appended to application or waived if not applicable).*

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

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

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

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

B. Proposed Development Submittal Requirements.

1. Narrative statement. An applicant shall submit a narrative statement that describes the following:

a. The proposed duration of the general development plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

i. If an applicant chooses to pursue option h.1., the applicant may choose among three options for implementing required transportation capacity and safety improvements:

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

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

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

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

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

RESPONSE: No alternate development standards are proposed.

2. Maps and diagrams. The applicant must submit, in the form of scaled maps or diagrams, as appropriate, the following information:

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

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

Figure 06: 2015 Proposed Master Plan

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

Figure 08: Proposed Site Plan: Landscaped and Impermeable Area

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

RESPONSES TO APPROVAL CRITERIA

17.04 Definitions

17.04.710 - Major modification.

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

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

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

17.65 Master Plans

17.65.040 - Procedure.

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

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

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

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

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

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

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

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

17.65.80 - Amendments to approved plans.

A. When Required. An amendment to an approved General Development Plan or detailed development plan is required for any use or development that is not in conformance with the applicable plan, as provided below. The approval criteria contained in Section 17.65.050 will apply to general development plan amendments, the approval criteria contained in Section 17.65.060 will apply to detailed development plan amendments. The thresholds and procedures for amendments are stated below.

B. Type III Procedure. Unless the approved general development plan or detailed development plan specifically provides differently, amendments to either plan that require a Type III procedure are:

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

C. Approval Criteria for a General Development Plan. The planning commission shall approve an application for general development plan approval only upon finding that the following approval criteria are met.

1. The proposed General Development Plan is consistent with the purposes of Section 17.65.

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

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

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

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

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

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

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

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

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

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

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

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

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

SUBMITTAL REQUIREMENTS

17.68.010 - Initiation of the amendment.

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

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

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

RESPONSES TO APPROVAL CRITERIA

17.68 Zoning Changes and Amendments

17.68.020 - Criteria.

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

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

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

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

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

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

Policy 1.2.1 *- Encourage citizens to participate in appropriate government functions and land-use planning.*

Goal 1.3 *Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.*

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

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

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

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

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

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

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

RESPONSE:

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

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

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

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

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

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

RESPONSE: The proposed comprehensive plan amendment and rezoning of two of the subject properties will support a land use pattern that facilitates the development of the West MOB building directly on Division Street where it has direct access to public transit and sidewalks. As the overall master plan building square footage will be decreased and the medical office uses will be consolidated in one location, no impacts on air quality or noise are anticipated.

Goal 9.1 Improve Oregon City's Economic Health - *Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.*

RESPONSE: Section 9 establishes goals and policies that the City should strive to implement and meet but does not impose mandatory approval standards for a master plan application. The comprehensive plan amendment and rezoning of the two subject properties with concurrent master plan modification will reinforce the role of the hospital in the community and contribute to the community's economic development.

Goal 10.1 Diverse Housing Opportunities - *Provide for the planning, development and preservation of a variety of housing types and lot sizes.*

RESPONSE: The proposal will remove two single family homes from the City's housing stock which will have de minimis effect on the City's housing opportunities. The City has a current inventory of 870.34 acres of R-6 zoned property in the City which will not be affected by the approximate 0.5 acres of R-6 rezoned to MUE in this location.

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

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

Goal 11.6 *Transportation Infrastructure - Optimize the City's investment in transportation infrastructure.*

RESPONSE: This section addresses the need for the City to provide public services in accordance with the community's needs as a whole rather than be forced to respond to individual developments as they occur. Oregon City has adopted master plans to address public infrastructure. The master plan application will satisfy these master plans and the Oregon City Municipal Code. Appropriate conditions of approval can be included to address any needed mitigation to ensure that adequate infrastructure is provided.

Goal 12.1 *Land Use-Transportation Connection - Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.*

Policy 12.1.4 - *Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.*

RESPONSE:

This section provides for a safe, convenient and economic transportation system that functions well and contributes to the city's well-being, enhances the quality of life and increases the opportunity for growth and development. The July 23, 2015 Transportation Impact Analysis provided in Appendix C demonstrates that the proposed comprehensive plan amendment and rezoning will not adversely affect public streets.

Goal 13.2 *Energy Conservation- Plan public and private development to conserve energy.*

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

RESPONSE: This section requires the conservation of energy in all forms through efficient land-use patterns, public transportation, building siting and construction standards, and city programs, facilities and activities. The policies promote energy conservation through the promotion of mixed-use developments and increased densities near activity centers, and the construction of bikeways and sidewalks to improve connectivity. The proposed comprehensive plan amendment and rezoning meets this section because it encourages the continued development of the medical campus at a location which is easily reached from other city areas.

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

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

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

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

RESPONSE: The addition of properties and rezoning will facilitate the PWF master plan development and allow for at the densities intended for MUE that maximize public investment in existing public facilities and services.

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

RESPONSE: The site is currently served by public facilities and services and the range of uses and development allowed by the zone is capable of being served prior to issuance of a certificate of occupancy.

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

RESPONSE: As documented in the July 23, 2015 Transportation Impact Analysis provided in Appendix C, the proposed rezoning will not result in significant impacts on the transportation system.

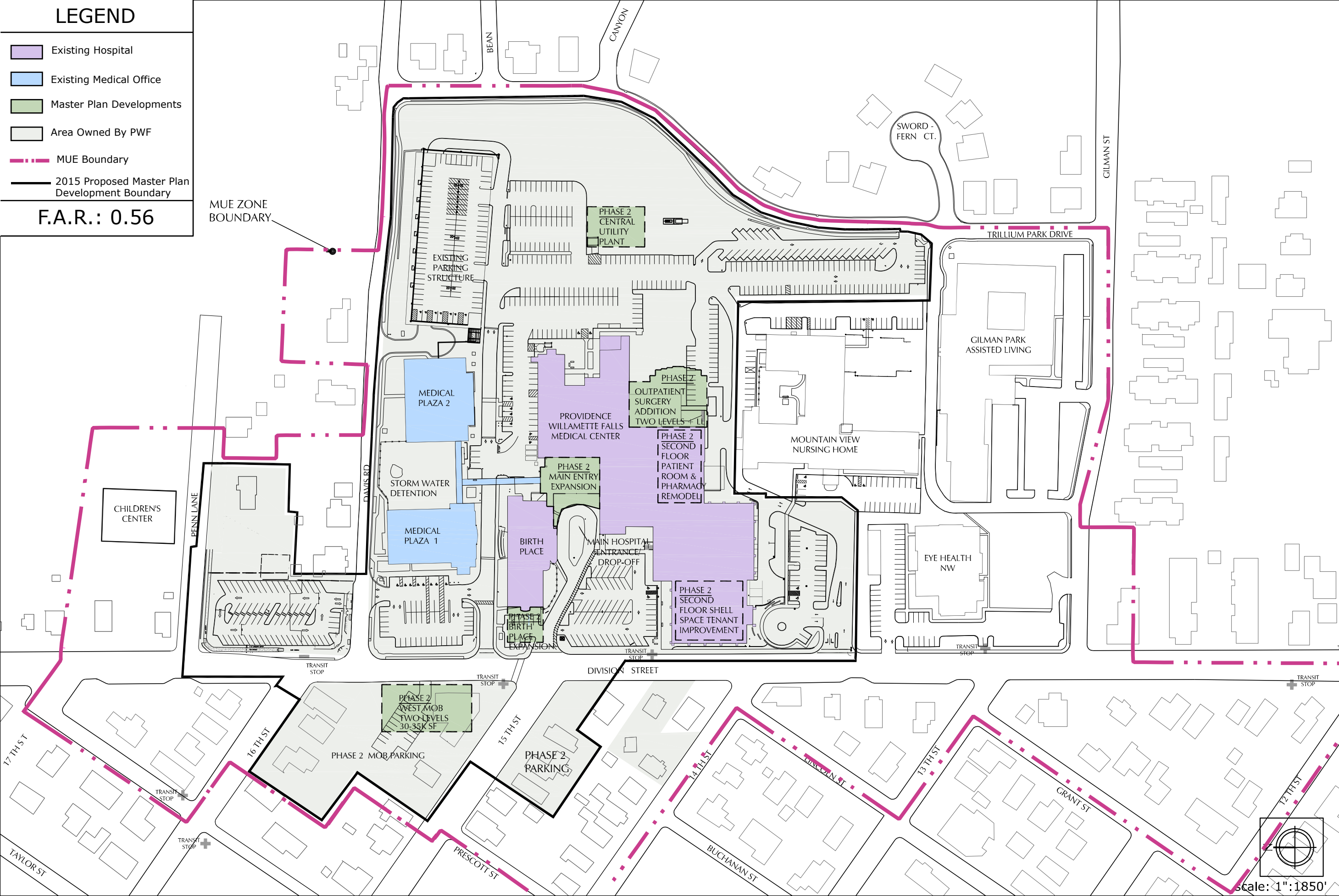
D. Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.

RESPONSE: The Oregon City Comprehensive Plan contains specific policies and provisions which control the proposed Comprehensive Plan Amendment and Zone Change; therefore, statewide planning goals do not need to be addressed.

LEGEND

- Existing Hospital
- Existing Medical Office
- Master Plan Developments
- Area Owned By PWF
- MUE Boundary
- 2015 Proposed Master Plan Development Boundary

F.A.R.: 0.56



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Providence Willamette Falls Medical Center
Master Plan Amendment and Comprehensive
Plan Amendment/Zone Change Application
2015 Proposed Master Plan

Date:
07/28/2015







PROVIDENCE
Health & Services

Sheet Number:

FIGURE 06







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ARCHITECTS

LEGEND

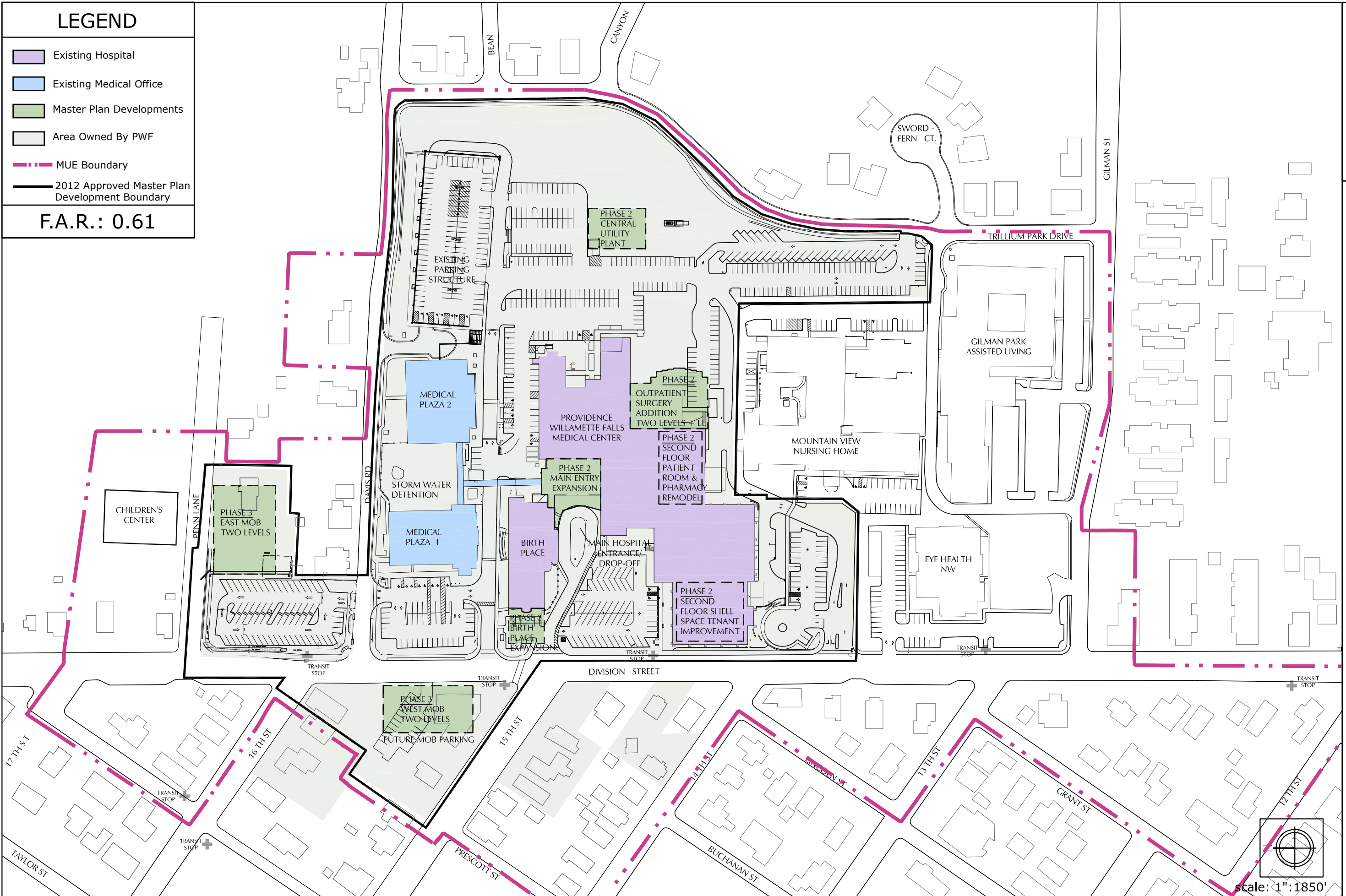
	Existing Hospital
	Existing Medical Office
	Master Plan Developments
	Area Owned By PWF
	MUE Boundary
	2012 Approved Master Plan Development Boundary

F.A.R.: 0.61

LEGEND

	Existing Hospital
	Existing Medical Office
	Master Plan Developments
	Area Owned By PWF
	MUE Boundary
	2012 Approved Master Plan Development Boundary

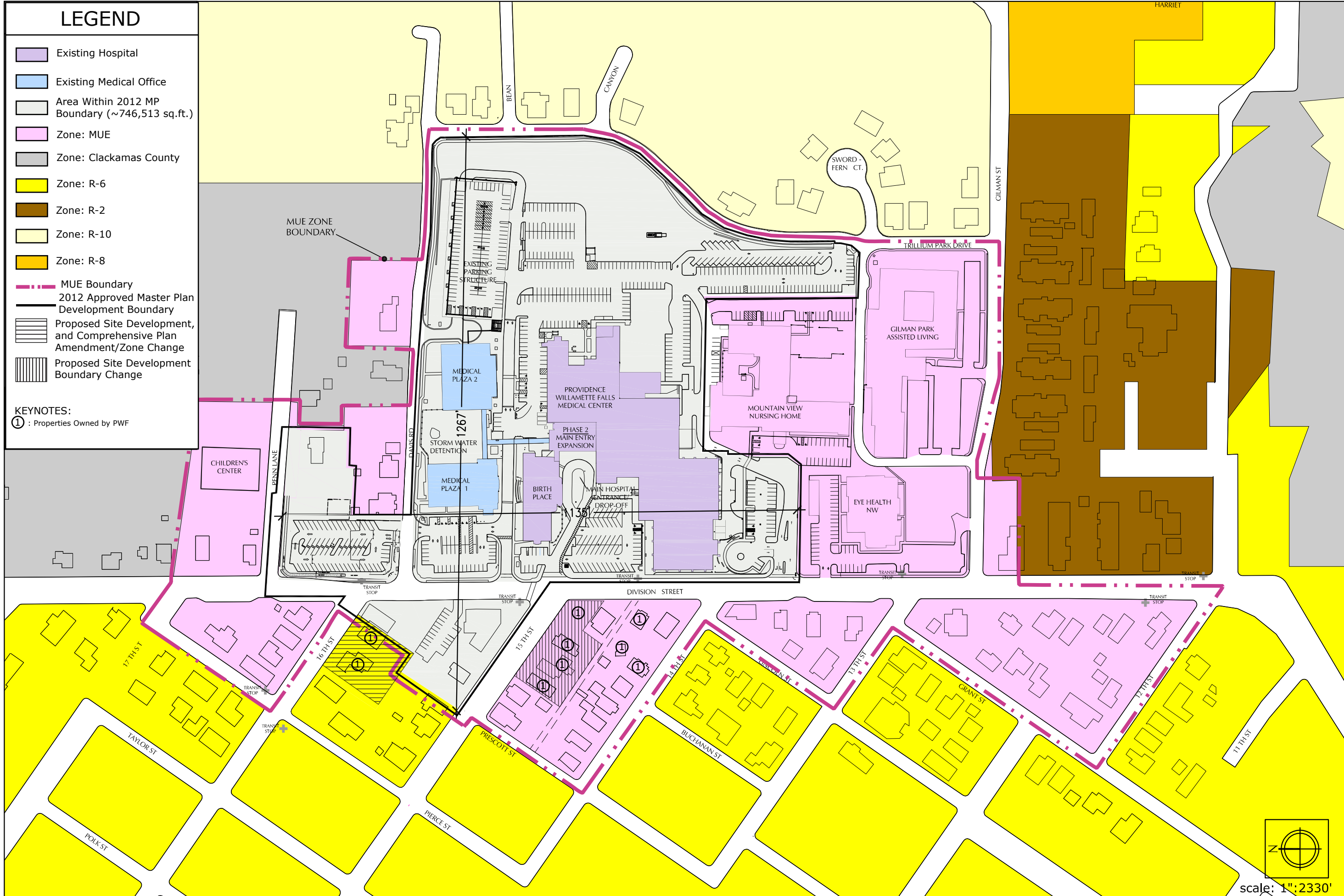
F.A.R.: 0.61



LEGEND

- Existing Hospital
- Existing Medical Office
- Area Within 2012 MP Boundary (~746,513 sq.ft.)
- Zone: MUE
- Zone: Clackamas County
- Zone: R-6
- Zone: R-2
- Zone: R-10
- Zone: R-8
- MUE Boundary
- 2012 Approved Master Plan Development Boundary
- Proposed Site Development, and Comprehensive Plan Amendment/Zone Change
- Proposed Site Development Boundary Change

KEYNOTES:
① : Properties Owned by PWF



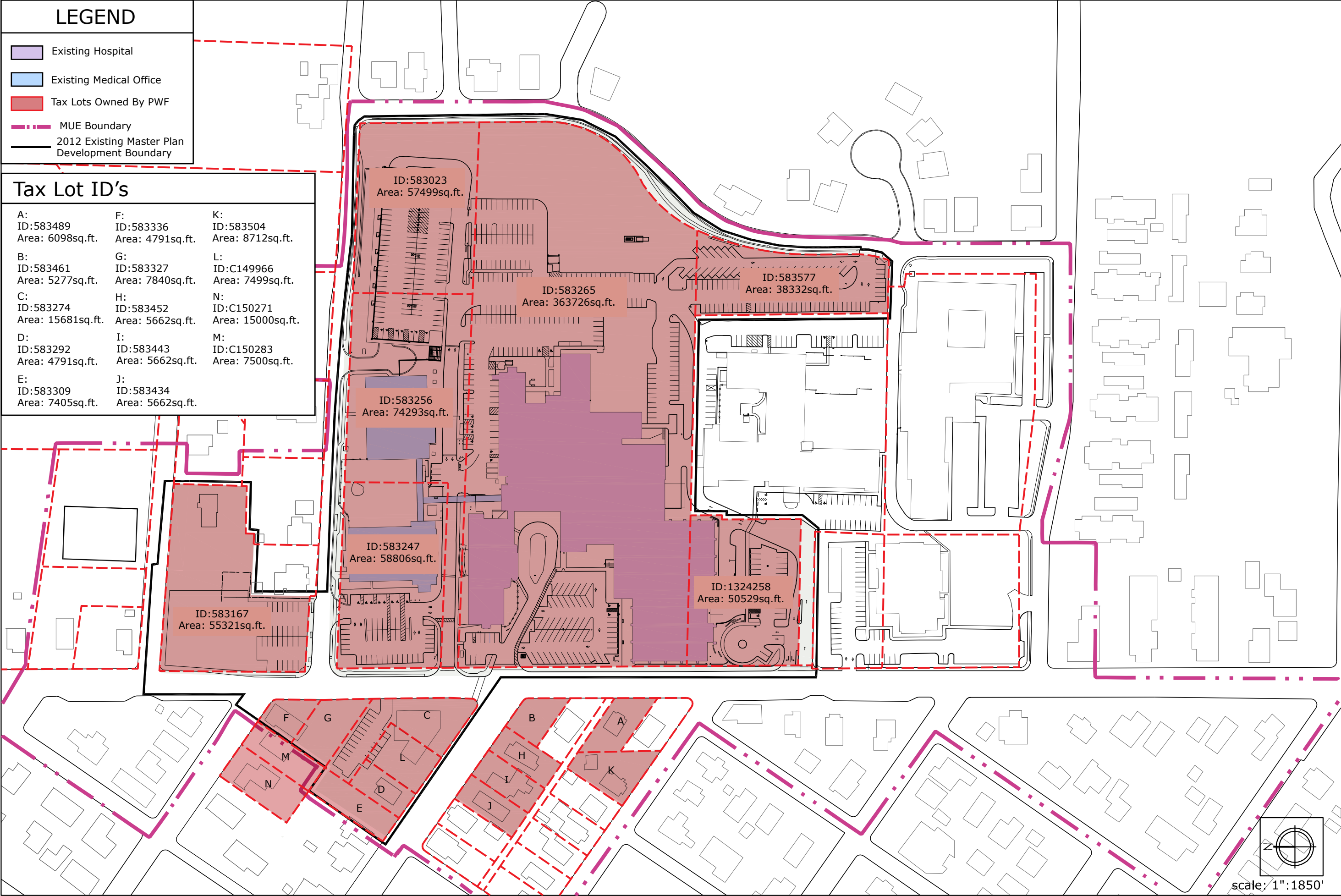
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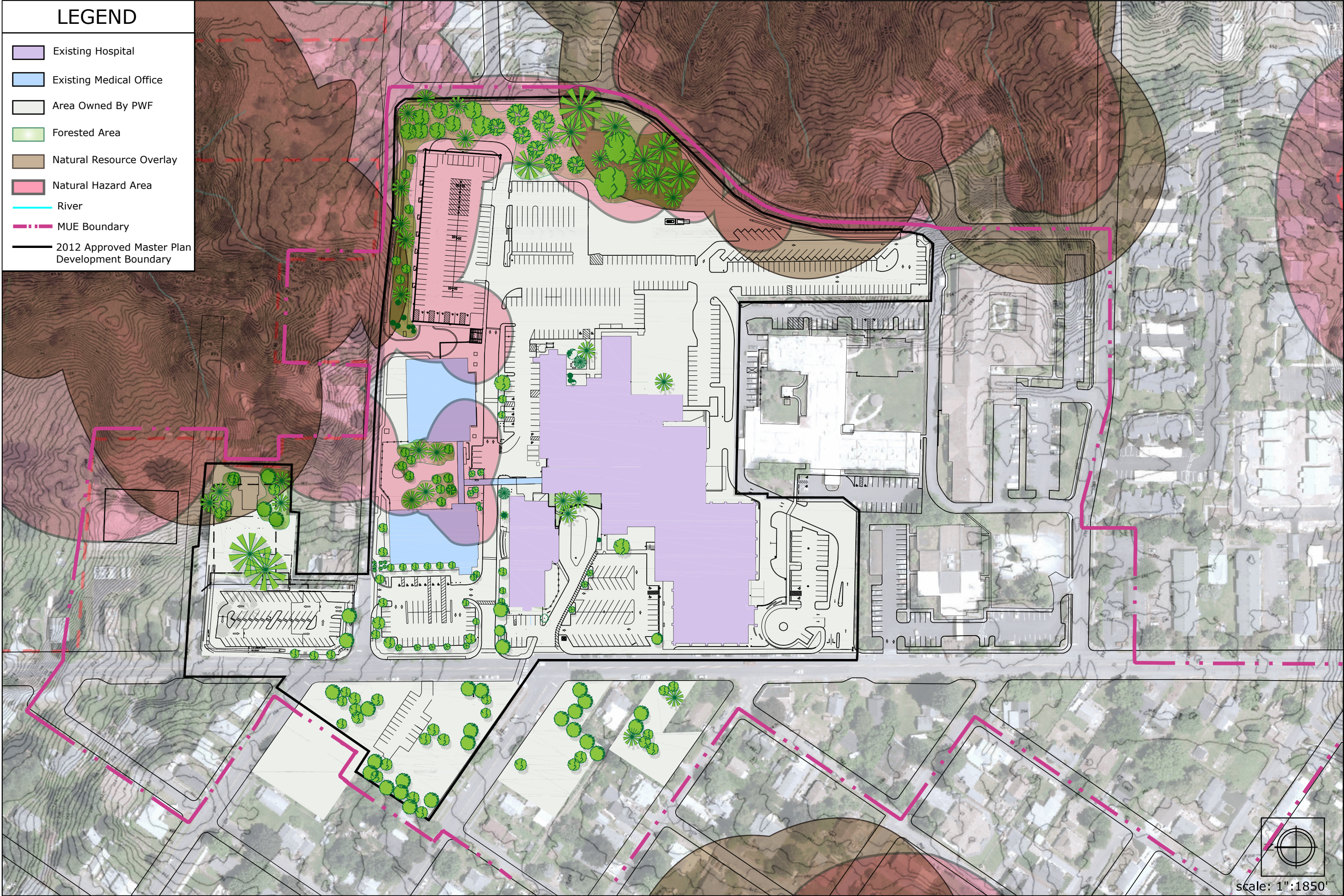
Providence Willamette Falls Medical Center
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FIGURE 01


Vicinity Map and Existing Zoning





LEGEND

- Existing Hospital
- Existing Medical Office
- Area Owned By PWF
- Forested Area
- Natural Resource Overlay
- Natural Hazard Area
- River
- MUE Boundary
- 2012 Approved Master Plan Development Boundary




Date: 07/28/2015

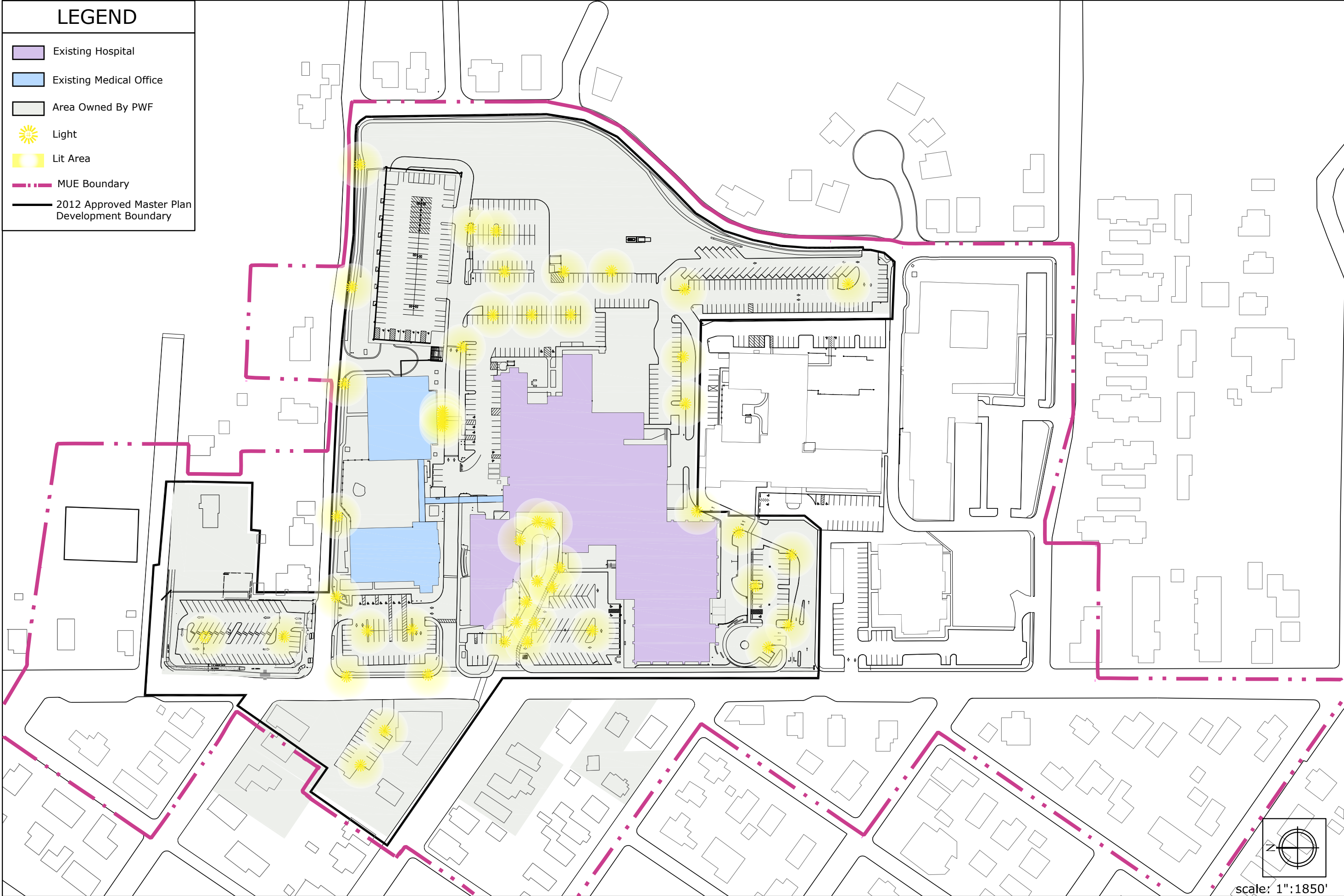
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Providence Willamette Falls Medical Center
Master Plan Amendment and Comprehensive
Plan Amendment/Zone Change Application
Existing Natural Resources, Natural Hazard
and Topography

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scale: 1"=1850'



LEGEND

Existing Hospital

Existing Medical Office

Area Owned By PWF

Light

Lit Area

MUE Boundary

2012 Approved Master Plan Development Boundary

PROVIDENCE

Health & Services

Date: 07/28/2015

Providence Willamette Falls Medical Center
Master Plan Amendment and Comprehensive
Plan Amendment/Zone Change Application

Existing Light Location

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FIGURE 04

LEGEND

	Existing Hospital
	Existing Medical Office
	Master Plan Developments
	Area Owned By PWF
	MUE Boundary
	2015 Proposed Master Plan Development Boundary
	Pedestrian Pathway
	Bicycle Pathway
	Bus Line
	Vehicle Access

- # LEGEND
- | | |
|--|--|
|  | Existing Hospital |
|  | Existing Medical Office |
|  | Master Plan Developments |
|  | Area Owned By PWF |
|  | MUE Boundary |
|  | 2015 Proposed Master Plan Development Boundary |
|  | Pedestrian Pathway |
|  | Bicycle Pathway |
|  | Bus Line |
|  | Vehicle Access |

LEGEND

- Existing Hospital
- Existing Medical Office
- Master Plan Developments
- Area Owned By PWF
- MUE Boundary
- 2015 Proposed Master Plan Development Boundary
- Pedestrian Pathway
- Bicycle Pathway
- Bus Line
- Vehicle Access

MOBILITY AND TRANSPORTATION

- (A) MOB Parking Lot between Penn Lane and Davis Road - 66 vehicles
- (B) Medical Plaza 1 Parking Lot - 47 vehicles
- (C) Birthing Center Parking Lot - 10 vehicles
- (D) Main Hospital Entrance Parking Lot - 54 vehicles
- (E) Main Hospital South Parking Lot between 13th and 14th Street - 25 vehicles
- (F) Outpatient Surgery Parking Lot - 128 vehicles
- (G) Medical Plaza 2 Parking Lot - 193 vehicles
- (H) Parking Structure - 226 vehicles
- (I) Future Parking on 15th Street - 40-50 vehicles
- (J) MOB Parking Lot - 85-95 vehicles

EXISTING AND PROPOSED DEVELOPMENTS

- EXISTING PARKING STRUCTURE
- PHASE 2 CENTRAL UTILITY PLANT
- PHASE 2 OUTPATIENT SURGERY ADDITION TWO LEVELS
- PHASE 2 SECOND FLOOR PATIENT ROOM & PHARMACY REMODEL
- PHASE 2 SECOND FLOOR SHELL SPACE TENANT IMPROVEMENT
- PHASE 2 MAIN ENTRY EXPANSION
- PHASE 2 BIRTH EXPANSION
- PHASE 2 WEST MOB TWO LEVELS 30-35K SF
- PROVIDENCE WILLAMETTE FALLS MEDICAL CENTER
- BIRTH PLACE
- MAIN HOSPITAL
- STORM WATER DETENTION
- MEDICAL PLAZA 1
- MEDICAL PLAZA 2
- MOUNTAIN VIEW NURSING HOME
- GILMAN PARK ASSISTED LIVING
- EYE HEALTH NW
- CHILDREN'S CENTER

STREETS AND INFRASTRUCTURE

- PENN LANE
- BEAN CANYON
- DIVISION STREET
- 17 TH ST
- 16 TH ST
- 15 TH ST
- 14 TH ST
- 13 TH ST
- 12 TH ST
- TAYLOR ST
- PRESCOTT ST
- BUCHANAN ST
- LINCOLN ST
- GRANT ST
- GILMAN ST
- TRILLIUM PARK DRIVE
- SWORD - FERN CT.

Other Features

- GATED ACCESS FOR EMERGENCY ONLY
- MUE ZONE BOUNDARY
- TRANSIT STOP
- Vehicle Access

Scale: 1"=1850'

- (A) MOB Parking Lot between Penn Lane and Davis Road - 66 vehicles
- (B) Medical Plaza 1 Parking Lot - 47 vehicles
- (C) Birthing Center Parking Lot - 10 vehicles
- (D) Main Hospital Entrance Parking Lot - 54 vehicles
- (E) Main Hospital South Parking Lot between 13th and 14th Street - 25 vehicles
- (F) Outpatient Surgery Parking Lot - 128 vehicles
- (G) Medical Plaza 2 Parking Lot - 193 vehicles
- (H) Parking Structure - 226 vehicles
- (I) Future Parking on 15th Street - 40-50 vehicles
- (J) MOB Parking Lot - 85-95 vehicles

Providence Willamette Falls Medical Center
Master Plan Amendment and Comprehensive
Plan Amendment/Zone Change Application

PETERSEN KOLBERG & ASSOCIATES
ARCHITECTS/PLANNERS
6969 SW Hampton Street Portland, OR 97223

Sheet Number:

Sheet Number: **FIGURE 07**

Proposed Site Plan: Circulation/ Access and Parking

pka
ARCHITECTS

phone: 503-968-6860
fax: 503-968-6860
www.pkaarchitects.com



scale: 1":1850'





LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD) Verification

Type II (OCMC 17.50.030.B)

- ☐ Extension
- ☐ Detailed Development Review
- ☐ Geotechnical Hazards
- ☐ Minor Partition (<4 lots)
- ☐ Minor Site Plan & Design Review
- ☐ Non-Conforming Use Review
- ☐ Site Plan and Design Review
- ☐ Subdivision (4+ lots)
- ☐ Minor Variance
- ☐ Natural Resource (NROD) Review

Type III / IV (OCMC 17.50.030.C)

- ☐ Annexation
- ☐ Code Interpretation / Similar Use
- ☐ Concept Development Plan
- ☐ Conditional Use
- ☐ Comprehensive Plan Amendment (Text/Map)
- ☐ Detailed Development Plan
- ☐ Historic Review
- ☐ Municipal Code Amendment
- ☐ Variance
- ☐ Zone Change

File Number(s): _____

Proposed Land Use or Activity: Master Plan Modification and Comprehensive Plan Amendment/Zone Change

Project Name: Providence Willamette Falls (PWF) Medical Center **Number of Lots Proposed (If Applicable):** _____

Physical Address of Site: 1500 Division Street, Oregon City, OR 97045

Clackamas County Map and Tax Lot Number(s): 22E32AB TL 3100, 3000; 22E32AB TL 3900, 4000, 4100, 4200

Applicant(s):

Applicant(s) Signature: Russell Reinhard

Applicant(s) Name Printed: Russell Reinhard, Chief Executive; PWF Medical Center **Date:** 8/7/2015

Mailing Address: 1500 Division Street, Oregon City, OR 97045

Phone: 503-656-1631 **Fax:** _____ **Email:** Russell.Reinhard@providence.org

Property Owner(s):

Property Owner(s) Signature: Russell Reinhard

Property Owner(s) Name Printed: Russell Reinhard, Chief Executive; PWF Medical Center **Date:** 8/7/2015

Mailing Address: 1500 Division Street, Oregon City, OR 97045

Phone: 503-656-1631 **Fax:** _____ **Email:** Russell.Reinhard@providence.org

Representative(s):

Representative(s) Signature: Stefanie Slyman














Representative (s) Name Printed: Stefanie Slyman, AICP; Harper Houf Peterson Righellis Inc. **Date:** 8/7/2015

Mailing Address: 205 SE Spokane Street, Suite 200; Portland, OR 97202

Phone: 503-221-1131 **Fax:** _____ **Email:** stefanies@hhpr.com

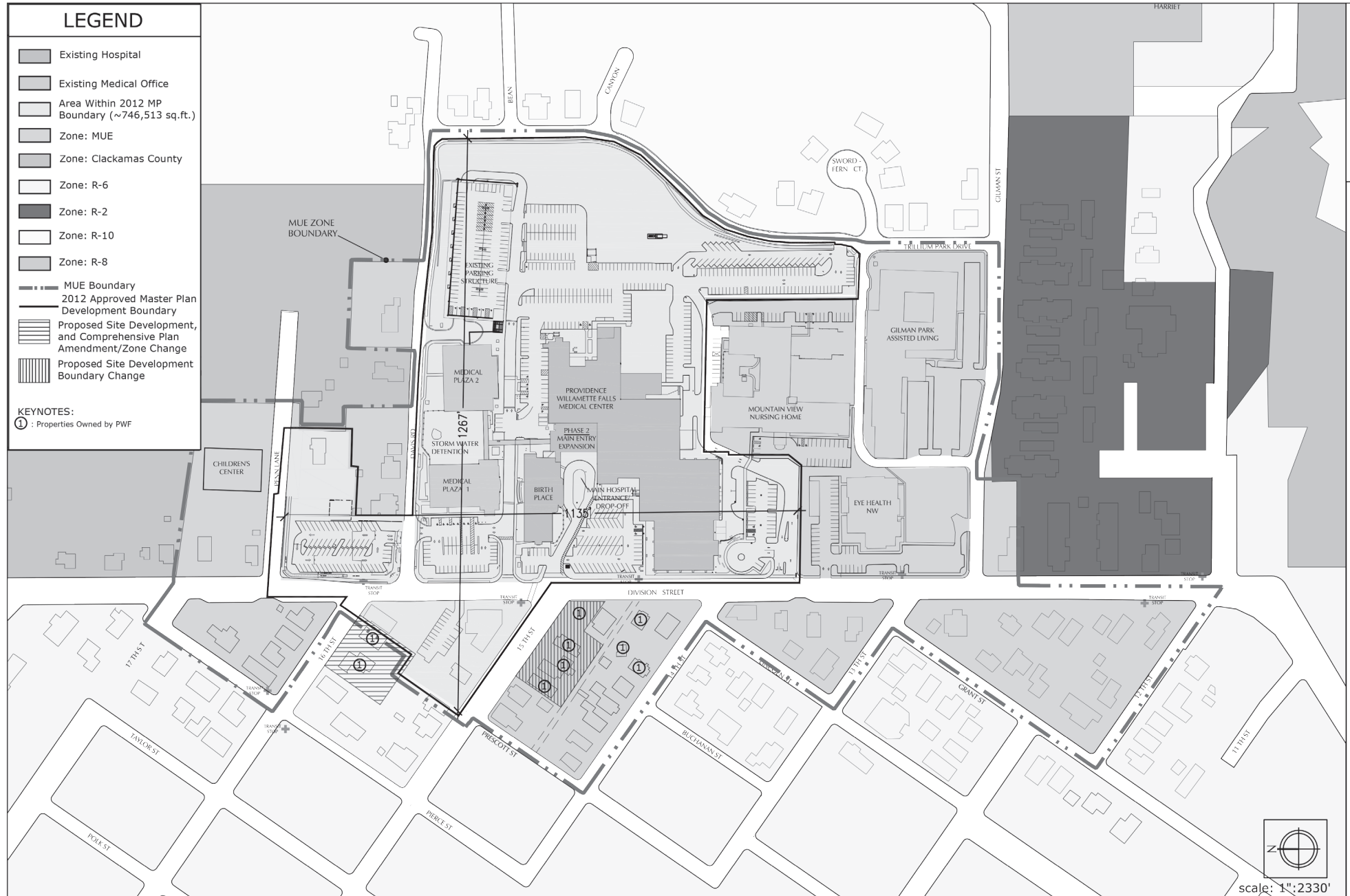
All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.

LEGEND

-  Existing Hospital
-  Existing Medical Office
-  Area Within 2012 MP Boundary (~746,513 sq.ft.)
-  Zone: MUE
-  Zone: Clackamas County
-  Zone: R-6
-  Zone: R-2
-  Zone: R-10
-  Zone: R-8
-  MUE Boundary
-  2012 Approved Master Plan Development Boundary
-  Proposed Site Development, and Comprehensive Plan Amendment/Zone Change
-  Proposed Site Development Boundary Change

KEYNOTES:

-  : Properties Owned by PWF



APPENDIX A-2012 Master Plan
Transportation Impact Analysis

Transportation Impact Analysis

Providence Willamette Falls Medical Center

Oregon City, Oregon

August 2011



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Transportation Impact Analysis

Providence Willamette Falls Medical Center

Oregon City, Oregon

Prepared For:

Providence Health & Services

Real Estate & Construction Development

4400 NE Halsey Street

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Prepared By:

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Project No. 10567.0

August 2011



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Appendix H	Parking Utilization Data

Section 1 Executive Summary

EXECUTIVE SUMMARY

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

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

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

Findings

EXISTING TRANSPORTATION SYSTEM OPERATIONS AND SAFETY

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

YEAR 2021 TRANSPORTATION SYSTEM OPERATIONS

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

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

MODE SPLIT AND PARKING

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

Recommendations

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

Section 2 Introduction

INTRODUCTION

Project Description

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

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

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

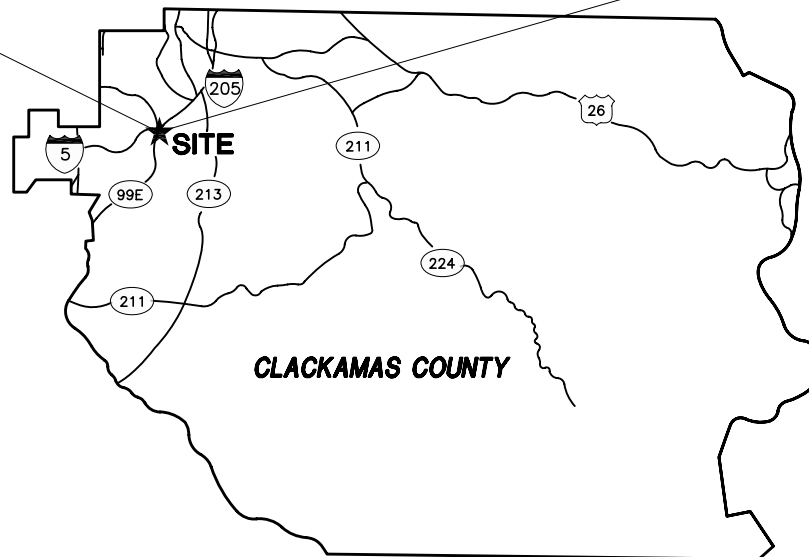
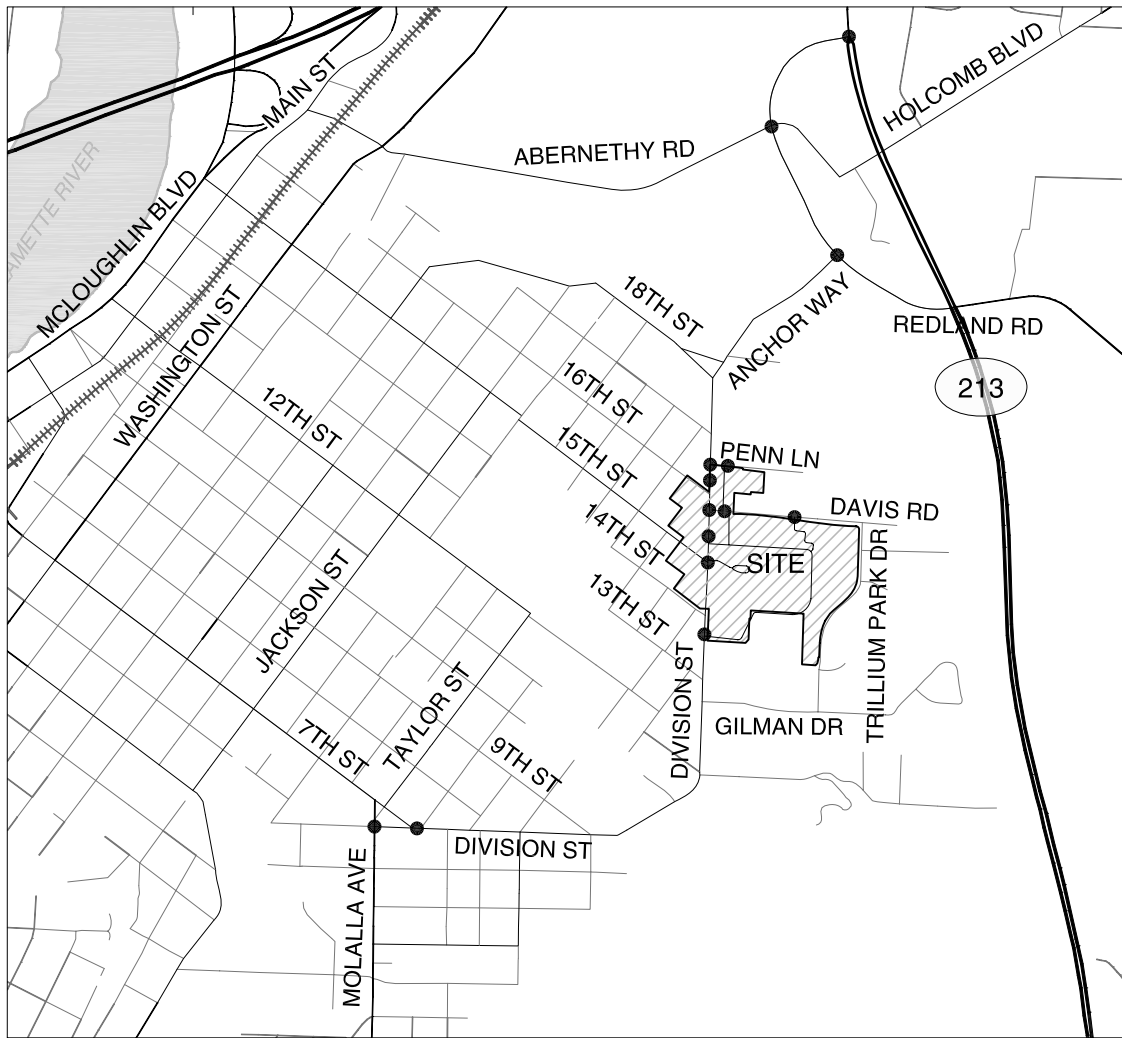
A Detailed Development Plan (DDP) is being submitted concurrently with the Master Plan. As part of this DDP, PWFMC proposes to upgrade the parking lot adjacent to Penn Lane. No traffic impacts are anticipated with the paving of this parking lot.

Scope of the Report

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

Off-Site Locations

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



LEGEND

- - STUDY INTERSECTIONS

**SITE VICINITY MAP
OREGON CITY, OREGON**

**FIGURE
1**



CONCEPTUAL SITE PLAN
OREGON CITY, OREGON

FIGURE
2

Campus Adjacent Locations

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

Campus Accesses

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

This report summarizes these transportation areas:

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

Section 3 Existing Conditions

EXISTING CONDITIONS

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

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

Campus Conditions and Adjacent Land Uses

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

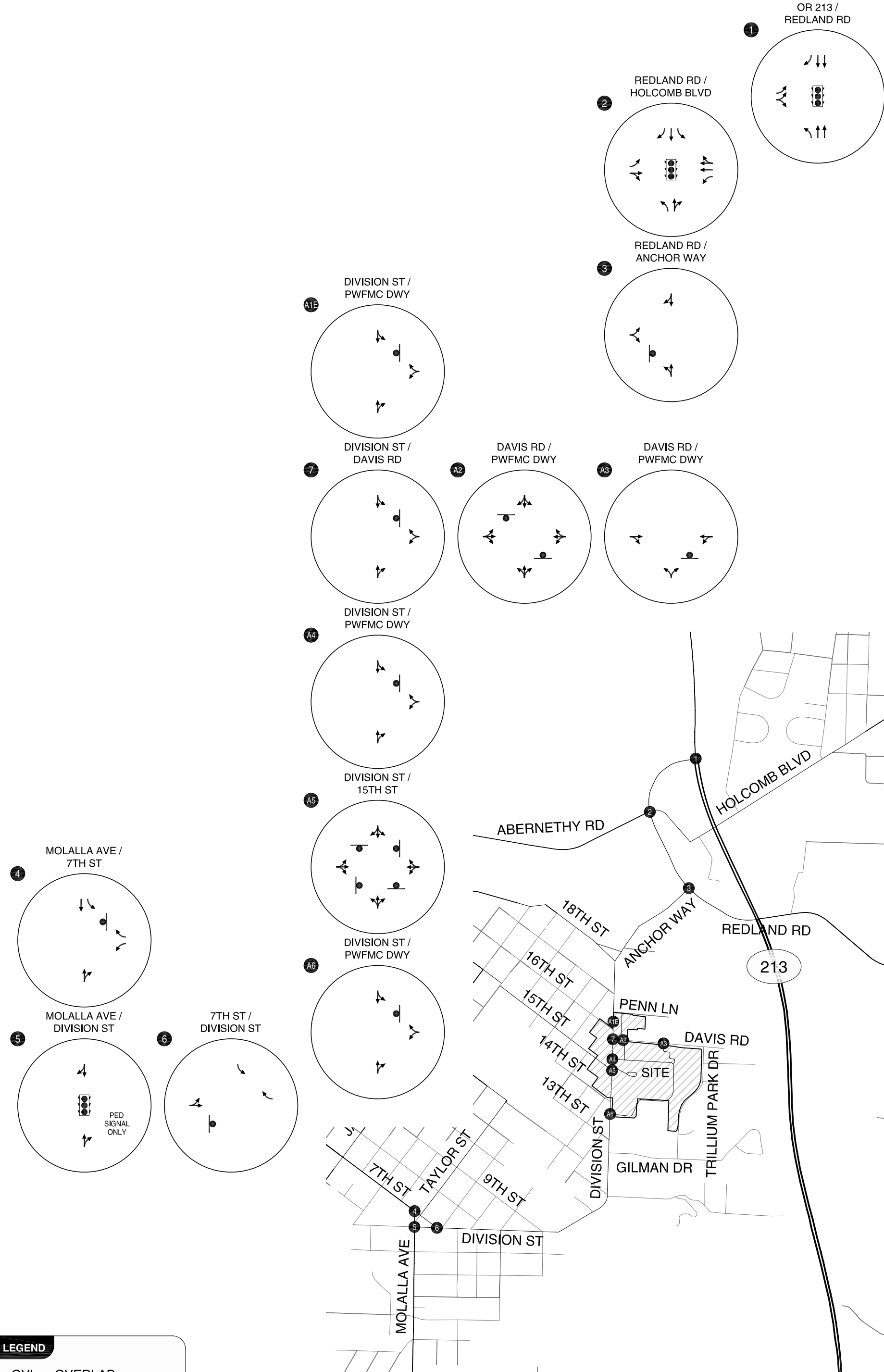
Structured parking and surface parking are available on the campus today. The parking structure is located on the northeast corner of the campus near the intersection of Davis Road and Trillium Park Drive. The parking structure has two accesses that are located off of Davis Road (to the north) and through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

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

Transportation Facilities

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

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YEAR 2011 EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES OREGON CITY, OREGON

Table 1 Existing Transportation Facilities

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

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

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

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

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

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

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

PEDESTRIAN AND BICYCLE FACILITIES

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

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

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

Table 2 PWFMC Campus Bicycle Count

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

TRANSIT FACILITIES

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

Existing Campus Mode Split

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

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

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

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

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

Traffic Volumes and Peak Hour Operations

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

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

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

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

Table 3 Measured Trip Generation for PWFMC Based on Traffic Counts

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

CURRENT LEVELS OF SERVICE

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

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

- The minimum acceptable LOS is defined as follows for signalized intersections located outside the Regional Center boundaries:
 - LOS "D" or better for the intersection as a whole *and no* approach operating at worse than LOS "E" *and* a volume-to-capacity (v/c) ratio not higher than 1.0 for the sum of the critical movements.
- For signalized intersections within the Regional Center boundaries, the following minimum LOS standards will be allowed:
 - LOS "D" can be exceeded during the a.m. and p.m. peak hour; however, during the second hour of each two-hour peak period, LOS "D" or better will be required for

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

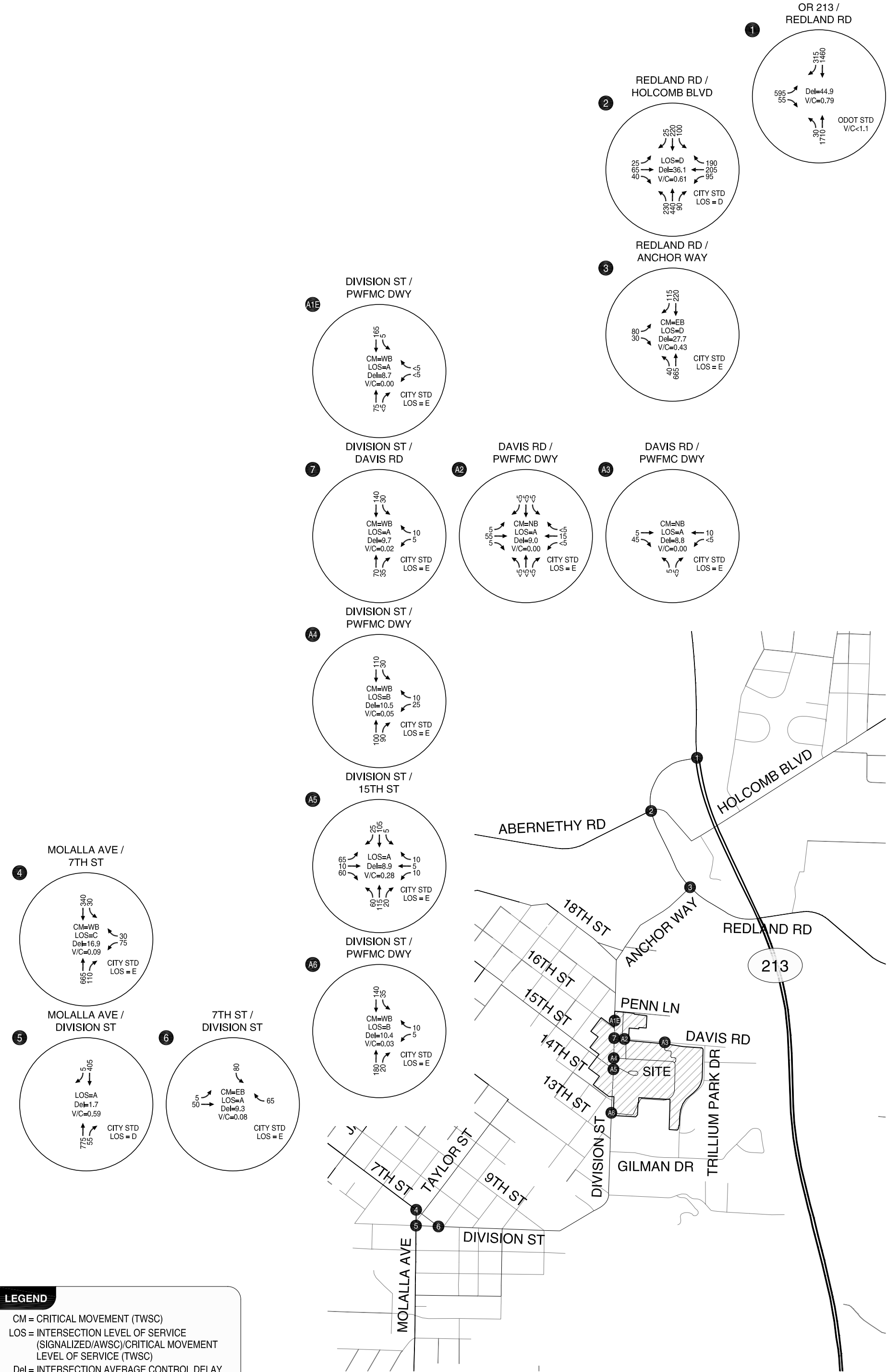
- Oregon City’s minimum acceptable LOS is defined as follows for unsignalized intersections throughout the City:
 - LOS “E” or better for the poorest operating approach *and* with no movement serving more than 20 peak hour vehicles operating at worse than LOS “E.” In other words, LOS “F” will be tolerated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

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

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

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

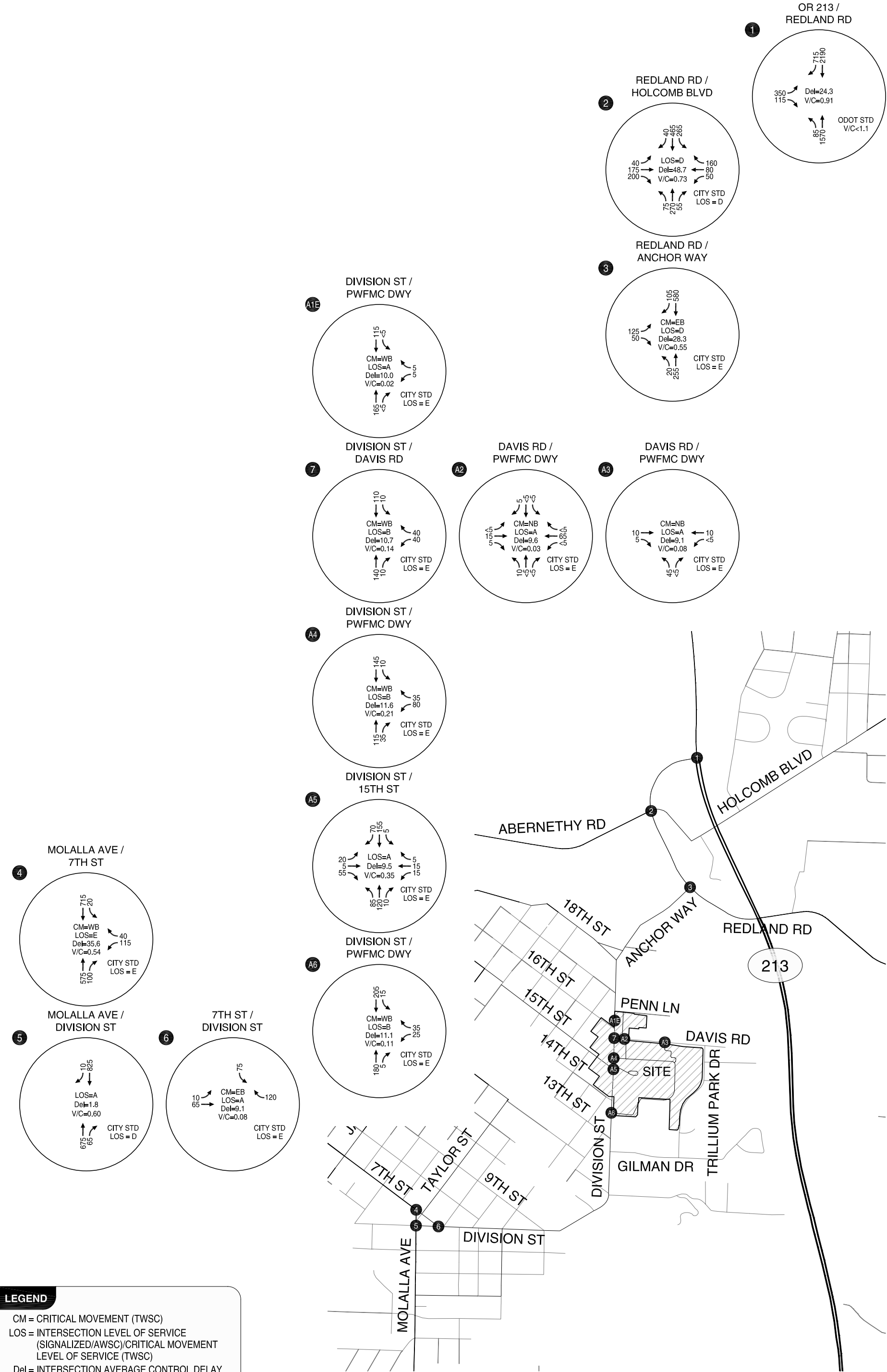
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LEGEND

CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE
(SIGNALIZED/AWSC)/CRITICAL MOVEMENT
LEVEL OF SERVICE (TWSC)
Del = INTERSECTION AVERAGE CONTROL DELAY
(SIGNALIZED/AWSC) / CRITICAL MOVEMENT
CONTROL DELAY (TWSC)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL
AWSC = ALL-WAY STOP CONTROL

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LEGEND

CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE
(SIGNALIZED/AWSC)/CRITICAL MOVEMENT
LEVEL OF SERVICE (TWSC)
Del = INTERSECTION AVERAGE CONTROL DELAY
(SIGNALIZED/AWSC) / CRITICAL MOVEMENT
CONTROL DELAY (TWSC)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL
AWSC = ALL-WAY STOP CONTROL

Safety Analyses

CRASH RECORDS

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

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

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

¹ PDO – Property Damage Only.

² Crash Rate = Crashes per million entering vehicles.

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

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

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

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

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

DRIVEWAY SIGHT DISTANCE

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

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

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

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

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

- Division Street/Davis Road;

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

Sight Distance Recommendations

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

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

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

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

Existing Conditions Summary

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

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

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

Section 4 Transportation Impact Analysis

TRANSPORTATION IMPACT ANALYSIS

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

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

Year 2021 Background Traffic Conditions

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

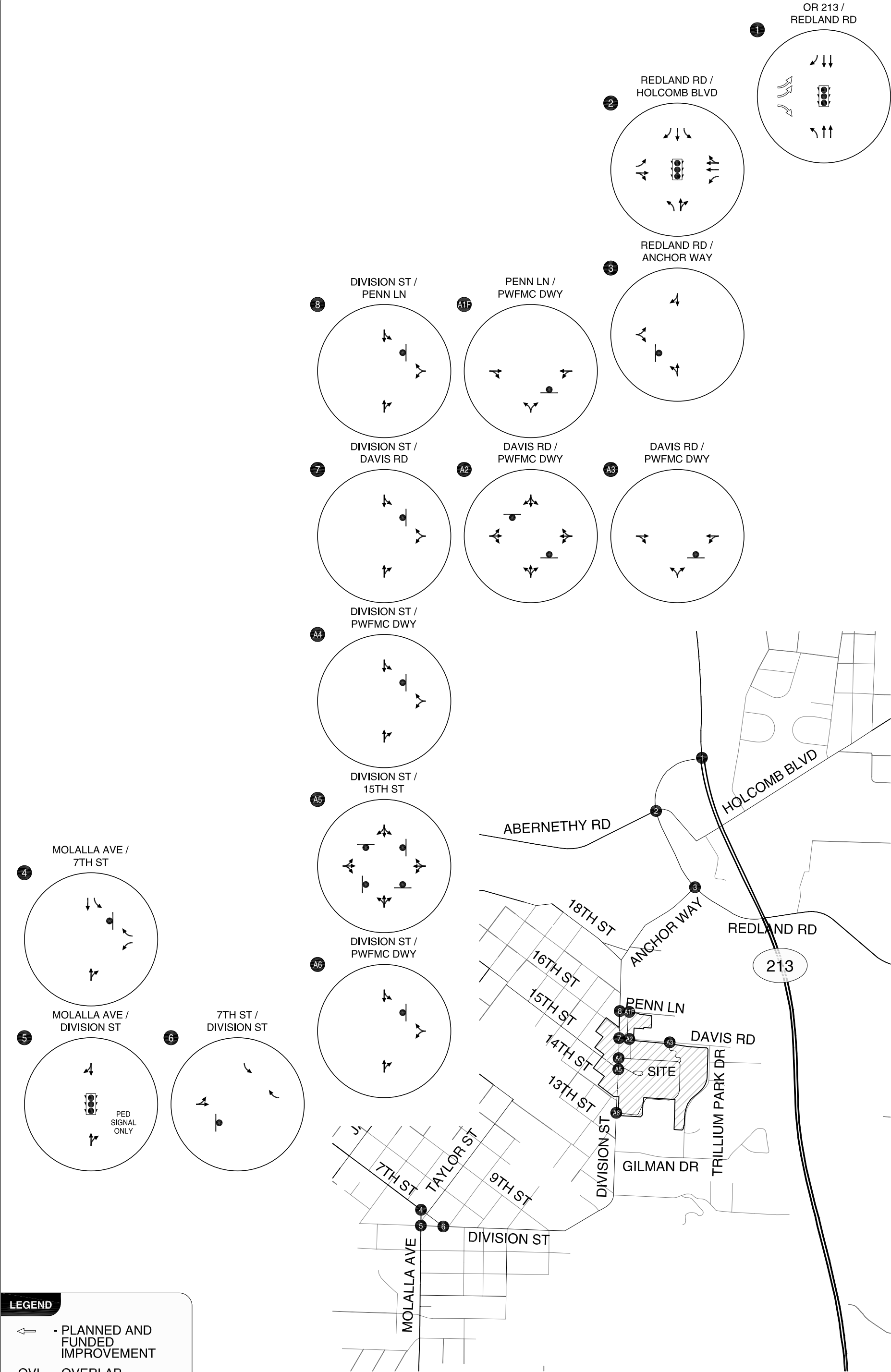
TRANSPORTATION FACILITIES

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

BACKGROUND GROWTH ASSUMPTIONS

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

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LEGEND

- PLANNED AND FUNDED IMPROVEMENT

OVL - OVERLAP

- STOP SIGN

- TRAFFIC SIGNAL

YEAR 2021 LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES
OREGON CITY, OREGON

FIGURE
6

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

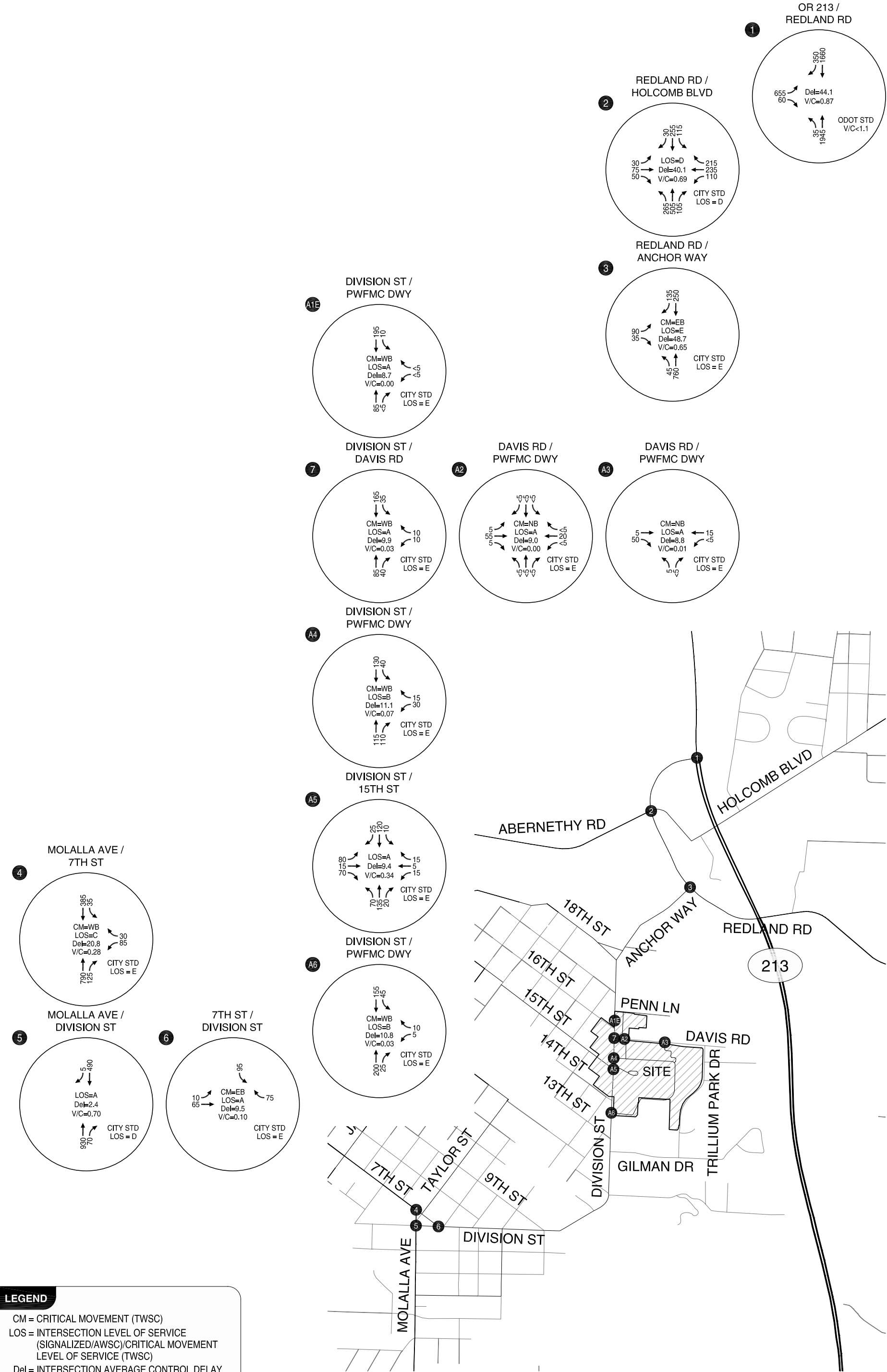
Specifically, a 2008 study related to the OR 213/Redland Road intersection applied a 1.37-percent annual growth rate on OR 213 based on the City's *Transportation System Plan*, ODOT's *I-205 Reconnaissance Study (June 2006)* (Reference 8), and the *Highway 213 Urban Corridor Design Study* (Reference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

TRAFFIC VOLUMES & LEVEL-OF-SERVICE ANALYSIS

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

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

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LEGEND

CM = CRITICAL MOVEMENT (TWSC)

LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED/AWSC)/CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)

Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED/AWSC) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

TWSC = TWO-WAY STOP CONTROL

AWSC = ALL-WAY STOP CONTROL

YEAR 2021 BACKGROUND TRAFFIC CONDITIONS
WEEKDAY AM PEAK HOUR
OREGON CITY, OREGON



Trip Generation

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

LOCAL HOSPITAL MASTER PLAN TRIP GENERATION

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

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

PROPOSED PWPMC TRIP GENERATION ASSUMPTIONS

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

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

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

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

MASTER PLAN PROPOSAL

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

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

Table 6 Summary of Master Plan Proposal

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

Table 7 Estimated Trip Generation

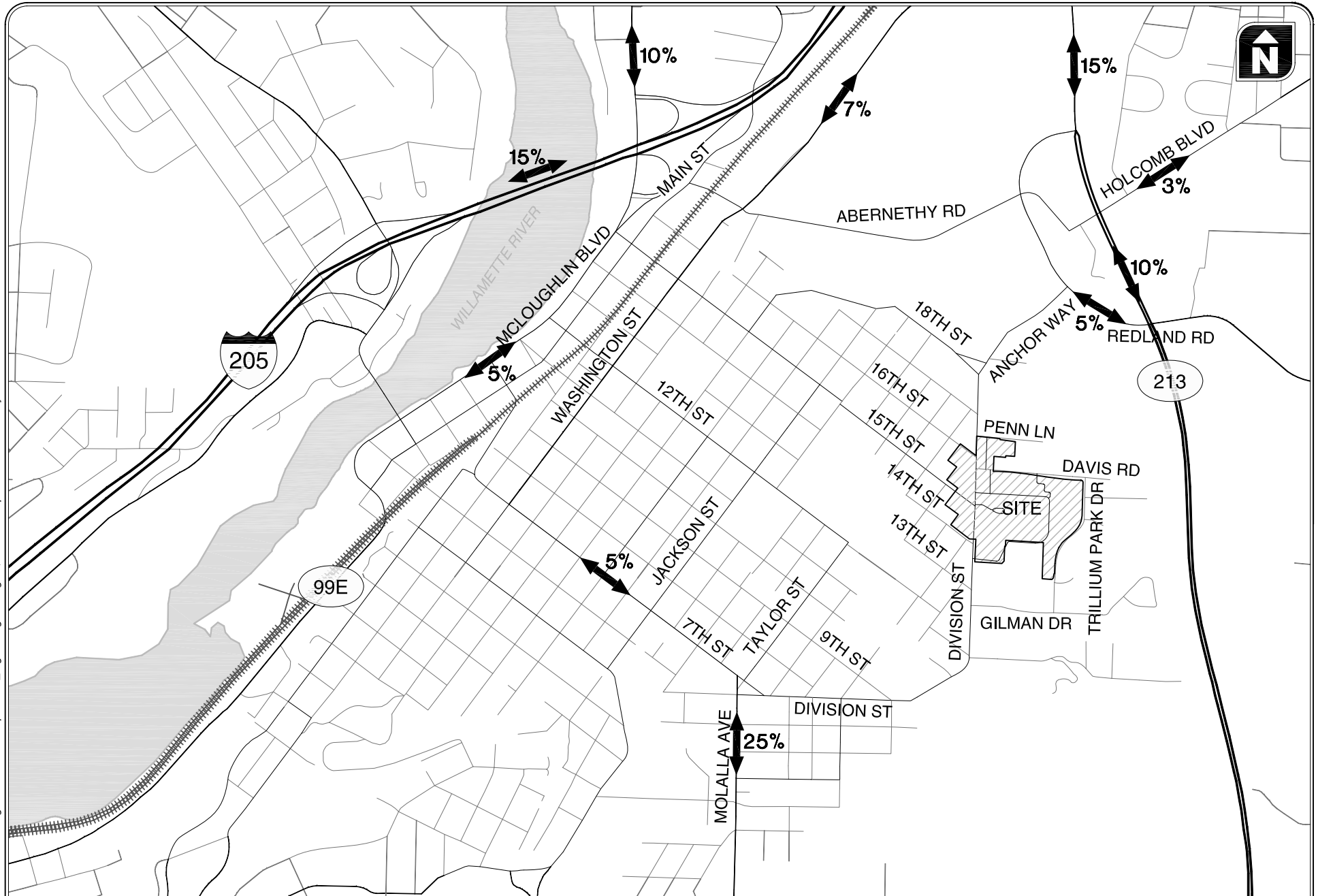
Use	Size (Square Feet)	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
PWFMC MOBs and Hospital Expansions	84,000	65	20	85	22	67	89
Central Utility Plant	20,000	1	1	2	1	1	2
Total Proposed Campus	104,000	66	21	87	23	68	91

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

Trip Distribution

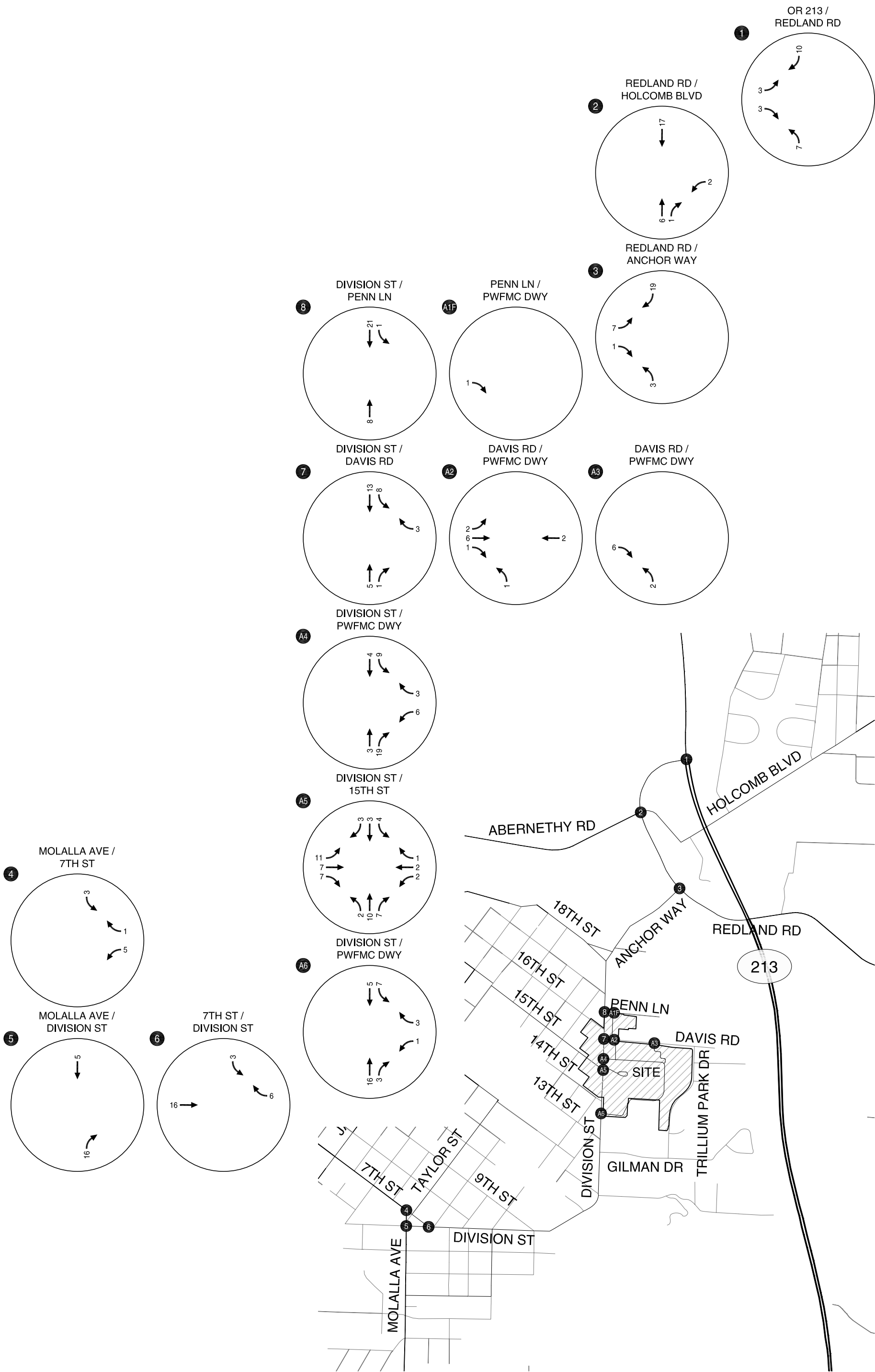
The trip distribution of site-generated trips was based on the existing 2011 traffic counts. Figure 9 illustrates the estimated trip distribution pattern for PWFMC. A majority of the site-generated traffic is anticipated to travel to and from War Veterans Memorial Parkway (I-205), Cascade Highway (OR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

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



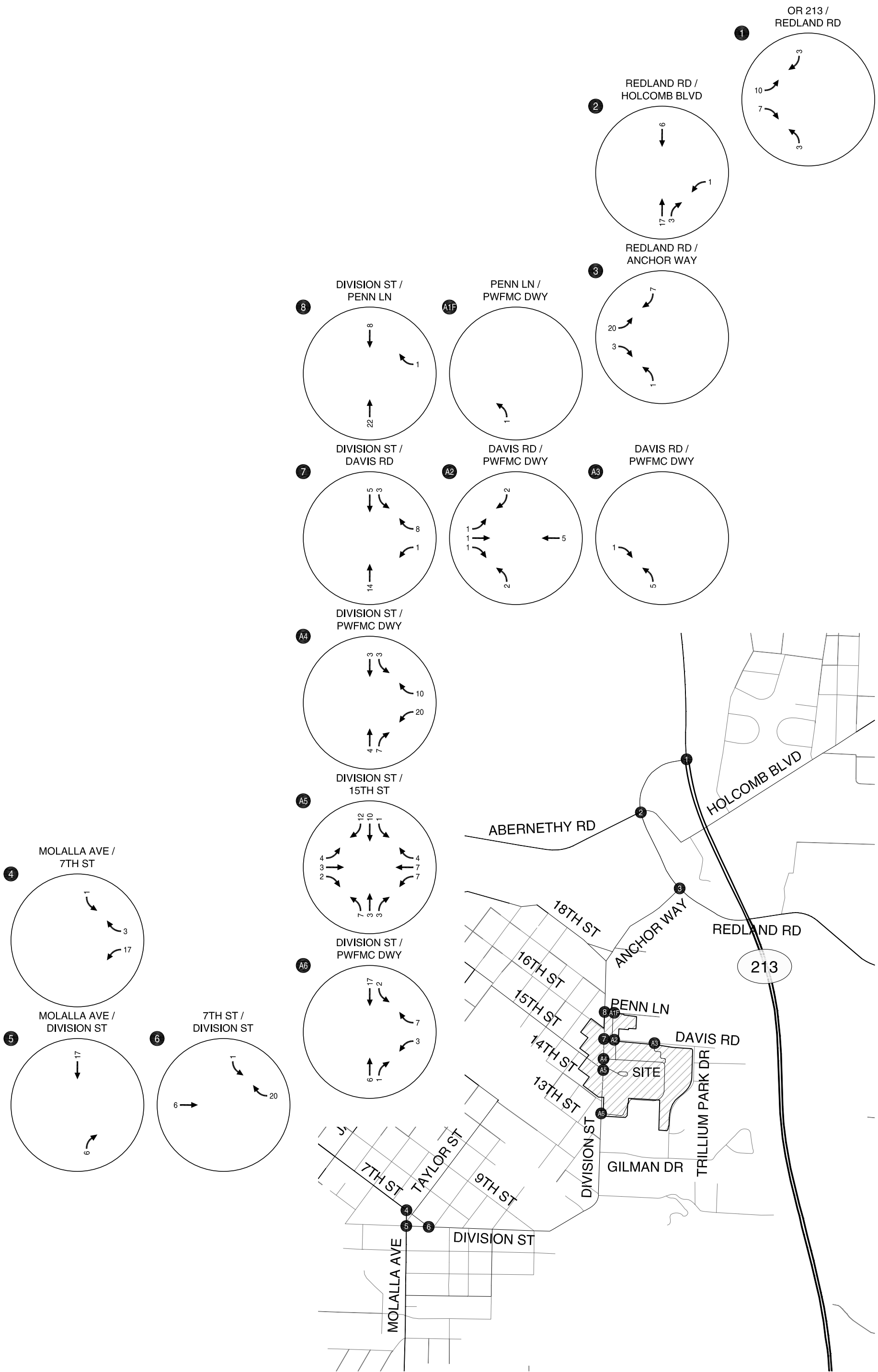
ESTIMATED TRIP DISTRIBUTION PATTERN
OREGON CITY, OREGON

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

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

Year 2021 Total Traffic Conditions

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

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

Table 8 Intersections Not Meeting City Standards

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

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

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

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

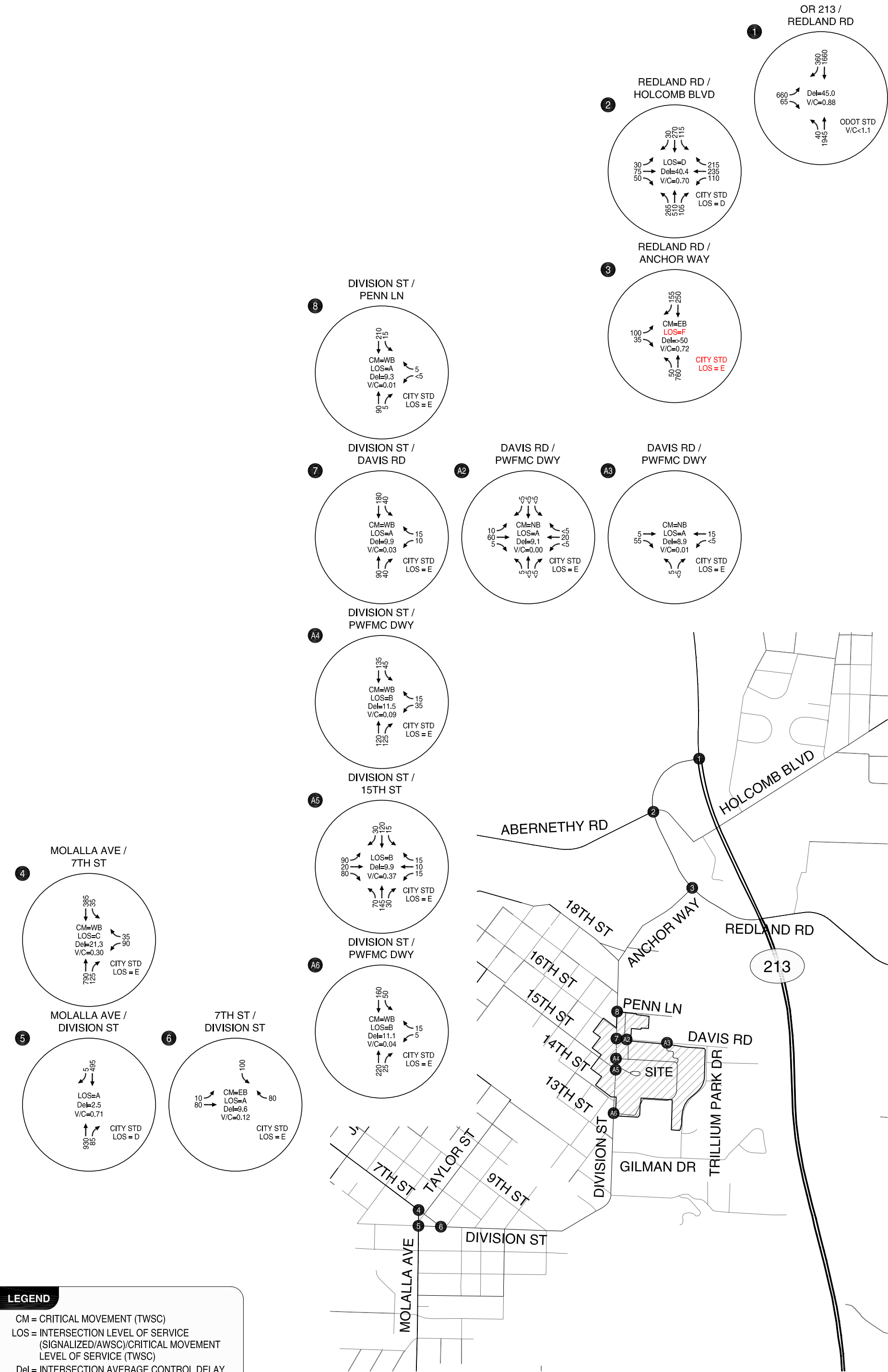
Given that build-out of the Master Plan does not create the need for the improvements, PWFMC should work with the City of Oregon City to contribute a pro rata share of improvements at the Redland Road/Anchor Way and Molalla Avenue/7th Street intersections. The timing of and need for

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

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

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

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LEGEND

CM = CRITICAL MOVEMENT (TWSC)

LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED/AWSC)/CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)

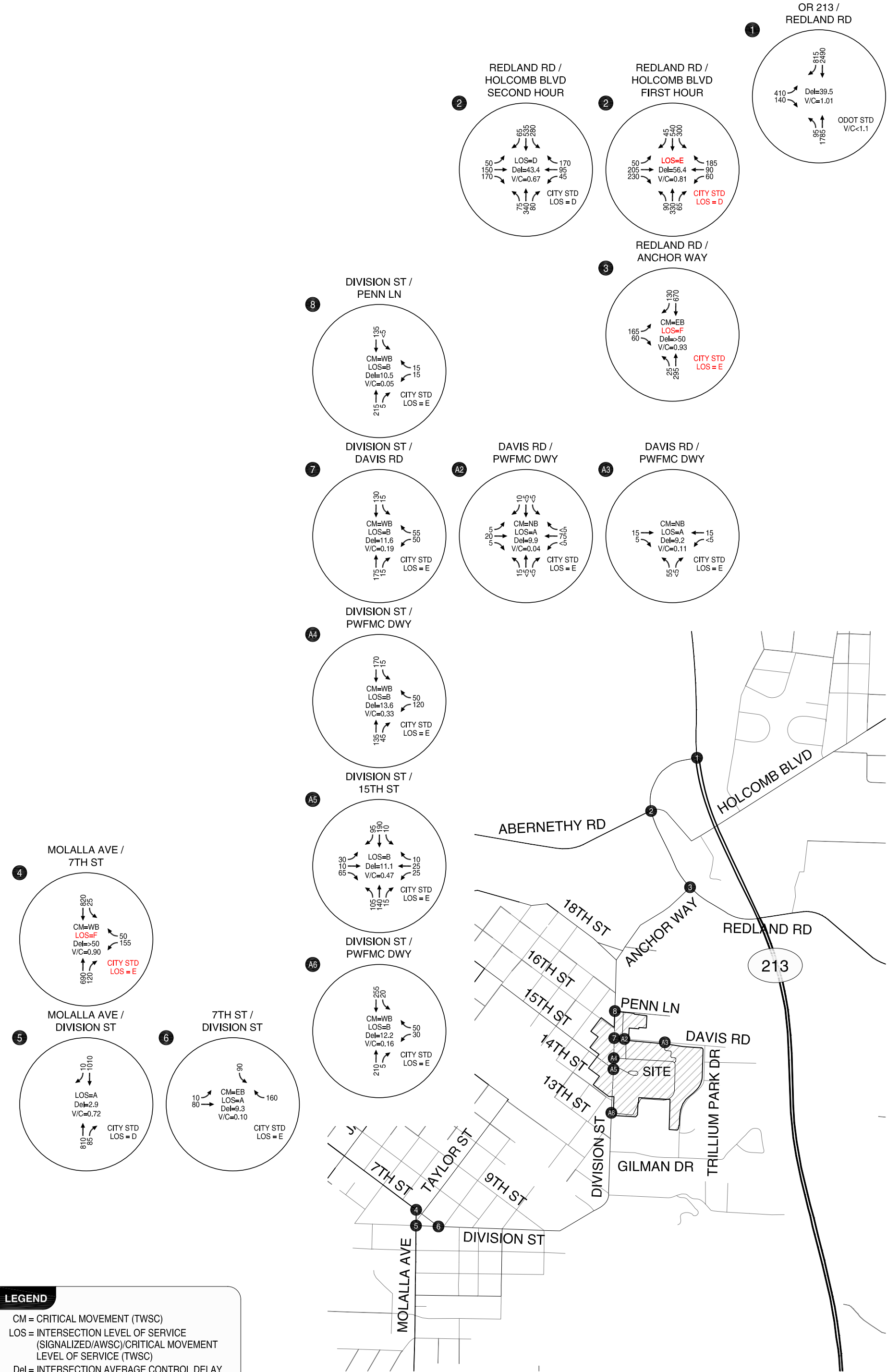
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LEGEND

CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED/AWSC)/CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
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AWSC = ALL-WAY STOP CONTROL

YEAR 2021 TOTAL TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR
OREGON CITY, OREGON

On-Site Circulation and Driveway Operations

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

PEDESTRIAN AND BICYCLE ACCESS

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

Transportation Impact Analysis Findings

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

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

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

Section 5 Parking Analysis

PARKING ANALYSIS

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

Parking Data Collection Methodology

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

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

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

Daily Parking Demand

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

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



FIGURE
14

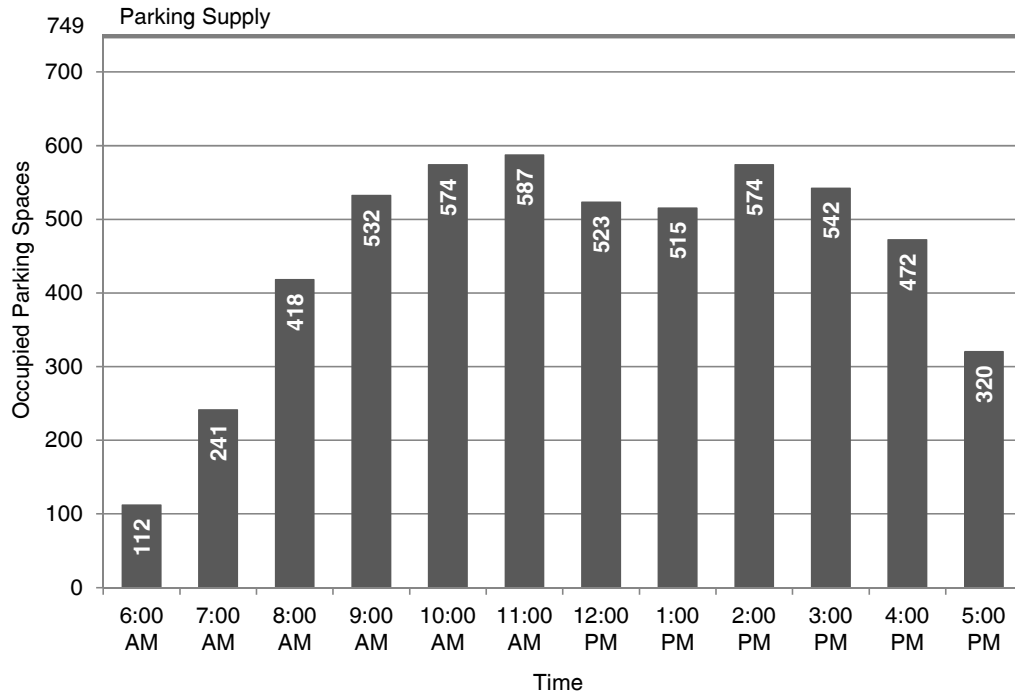


Exhibit 1 Parking Occupancy by Number of Vehicles Parked On Campus

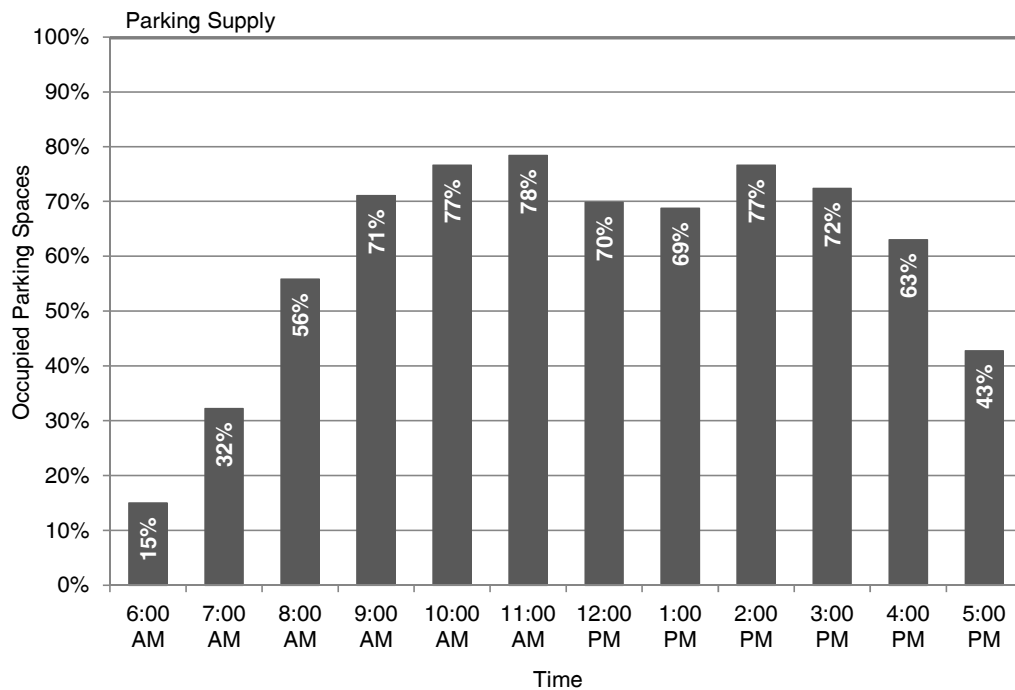


Exhibit 2 Parking Occupancy by Percentage of Parking Spaces Occupied

Peak Parking Demand

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

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

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

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

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

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

Future On-Campus Parking Demand

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

EXISTING PARKING SUPPLY/DEMAND

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

SHELLED SPACE PARKING SUPPLY/DEMAND

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

NET NEW SPACE PARKING SUPPLY/DEMAND

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

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

Existing On-Street Parking Demand

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

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

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

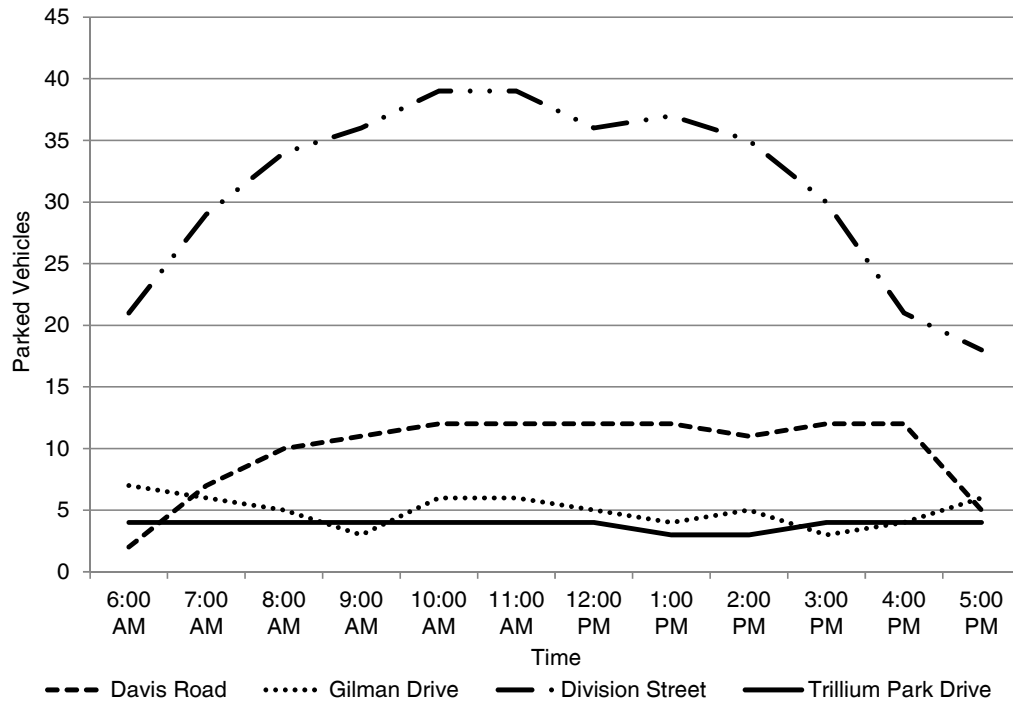
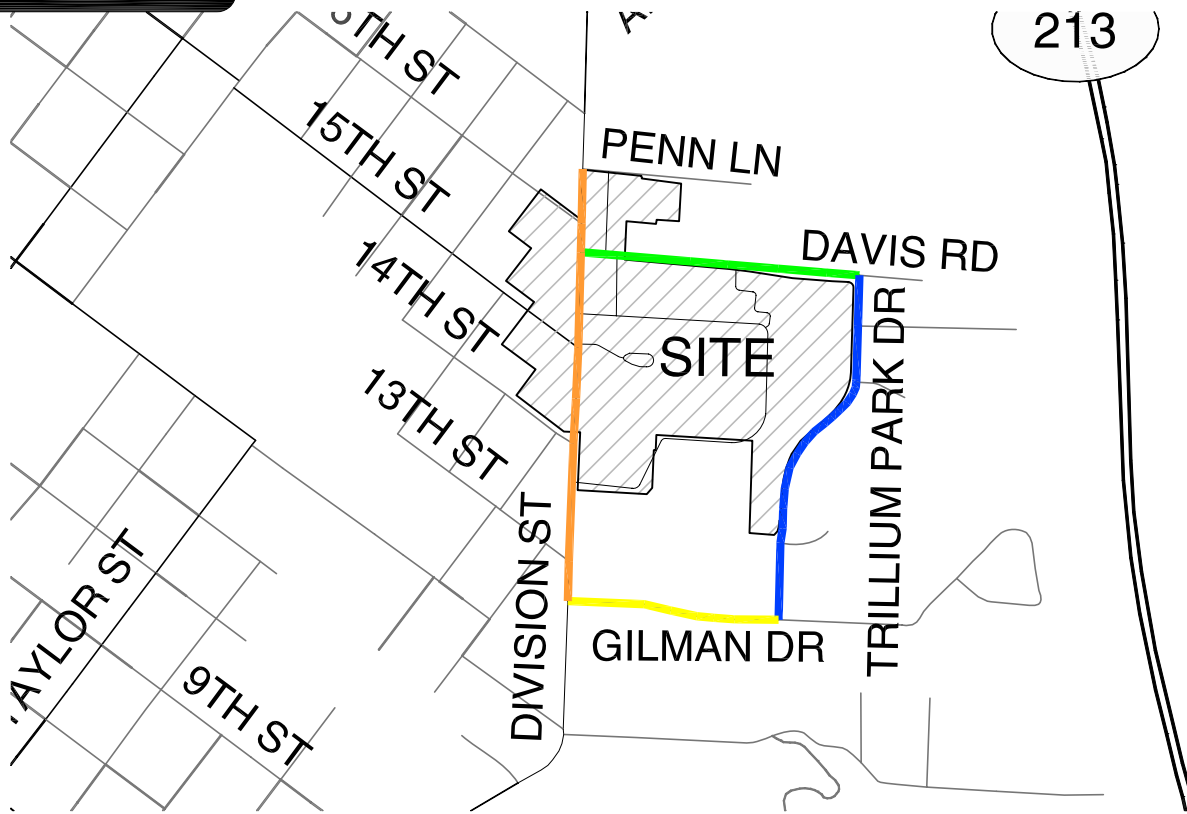


Exhibit 3 On-Street Parking Occupancy

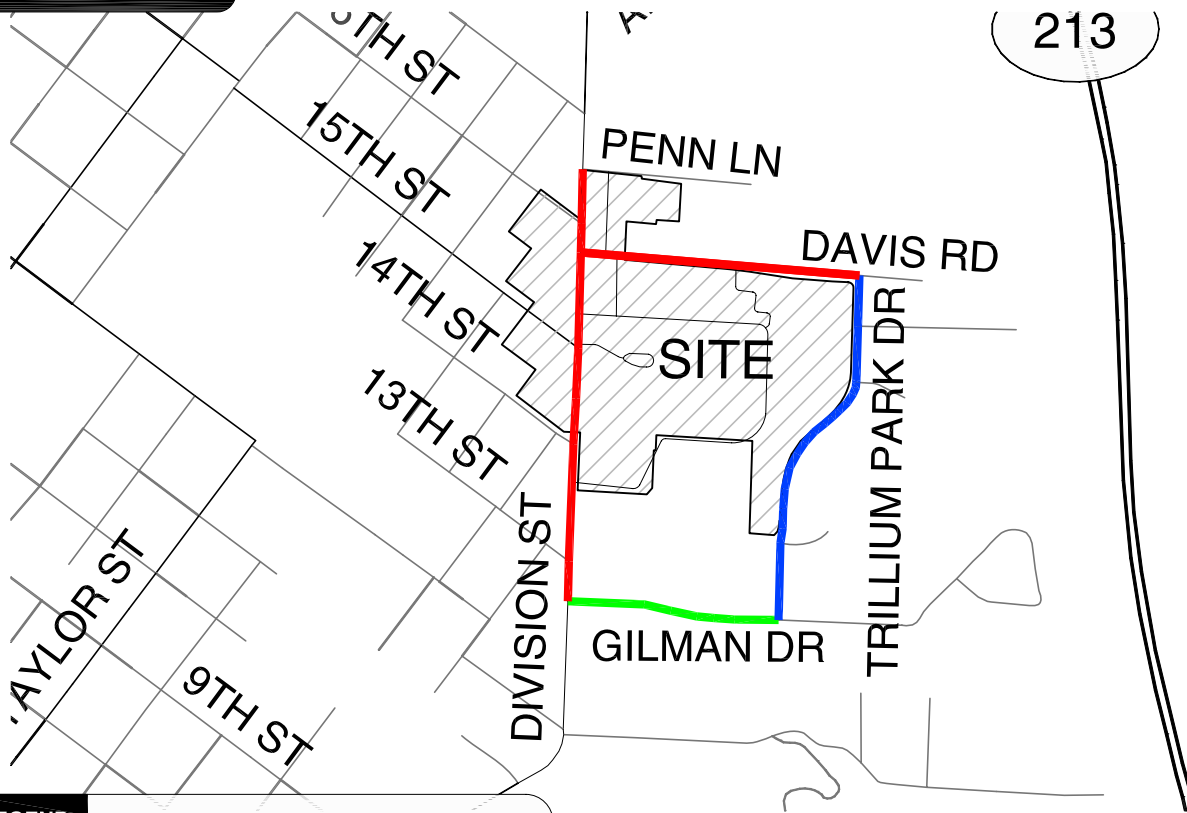
Figure 15 shows the change in parking utilization, by block face, when comparing the 11:00 a.m. to 12:00 p.m. period (when the campus is at its maximum) to the 6:00 a.m. to 7:00 a.m. time period. The data shown in this figure confirms that there are few hospital-related parking occurrences on the neighborhood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

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

6:00 AM UTILIZATION



11:00 AM UTILIZATION



LEGEND

- 0 - 5% UTILIZED
- 6 - 10% UTILIZED
- 11 - 25% UTILIZED
- 26 - 50% UTILIZED
- 51 - 75% UTILIZED
- 76 - 100% UTILIZED

ON-STREET PARKING UTILIZATION
OREGON CITY, OREGON

FIGURE

15

Parking Conclusions

The significant findings of the parking analysis are summarized below.

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

Section 6 Conclusions and Recommendations

CONCLUSIONS AND RECOMMENDATIONS

The pertinent findings and recommendations are summarized below.

Findings

EXISTING TRANSPORTATION SYSTEM OPERATIONS AND SAFETY

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

YEAR 2021 TRANSPORTATION SYSTEM OPERATIONS

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

MODE SPLIT AND PARKING

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

Recommendations

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

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

APPENDIX B

2012 Civil Engineering Narratives

D E S I G N M E M O R A N D U M

DATE: 9/13/11
TO: Josh Kolberg - PKA
FROM: Adam Roth
RE: Providence Willamette Falls Medical Center – Master Plan – Civil Narrative
PROJECT NO.: 311083

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

Oregon City Municipal Code Section:

17.65.050.A.1

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

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

(1) Water

Domestic Water

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

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

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

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

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

Table 1 – Existing PWF Domestic Services

Fire Protection

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

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

Table 2 – Existing PWF Fire Protection Services

(2) Sanitary Sewer

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

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

(3) Stormwater Management

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

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

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

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

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

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

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

(4) Easements

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

Oregon City Municipal Code Section:

17.65.050.B.1.f

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

Water

Domestic Water

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

Fire Protection

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

Sanitary Sewer

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

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

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

Stormwater Management

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

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

Phase 1 – Division Street Parking Lot

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

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

Phase 2 – Hospital Additions and Remodels

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

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

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

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

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

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

Phase 3 – Medical Office Buildings

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

APPENDIX C

2015 Transportation Impact Analysis for Zone Change



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

TRANSPORTATION IMPACT ANALYSIS

Date:	July 23, 2015	Project #: 19072
To:	Christine McKinley and Russ Reinhard, Providence Health & Services Josh Kolberg, PKA Architects Stefanie Slyman, Harper Houf Peterson Righellis Inc.	
From:	Julia Kuhn, P.E., Conor Semler, AICP, and Elizabeth Gordon	
Project:	Providence Willamette Falls	
Subject:	Transportation Impact Analysis for the Proposed Zone Change and Comprehensive Plan Amendment	

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

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

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

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

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

SCOPE OF THE REPORT

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

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

This report evaluates the following transportation scenarios:

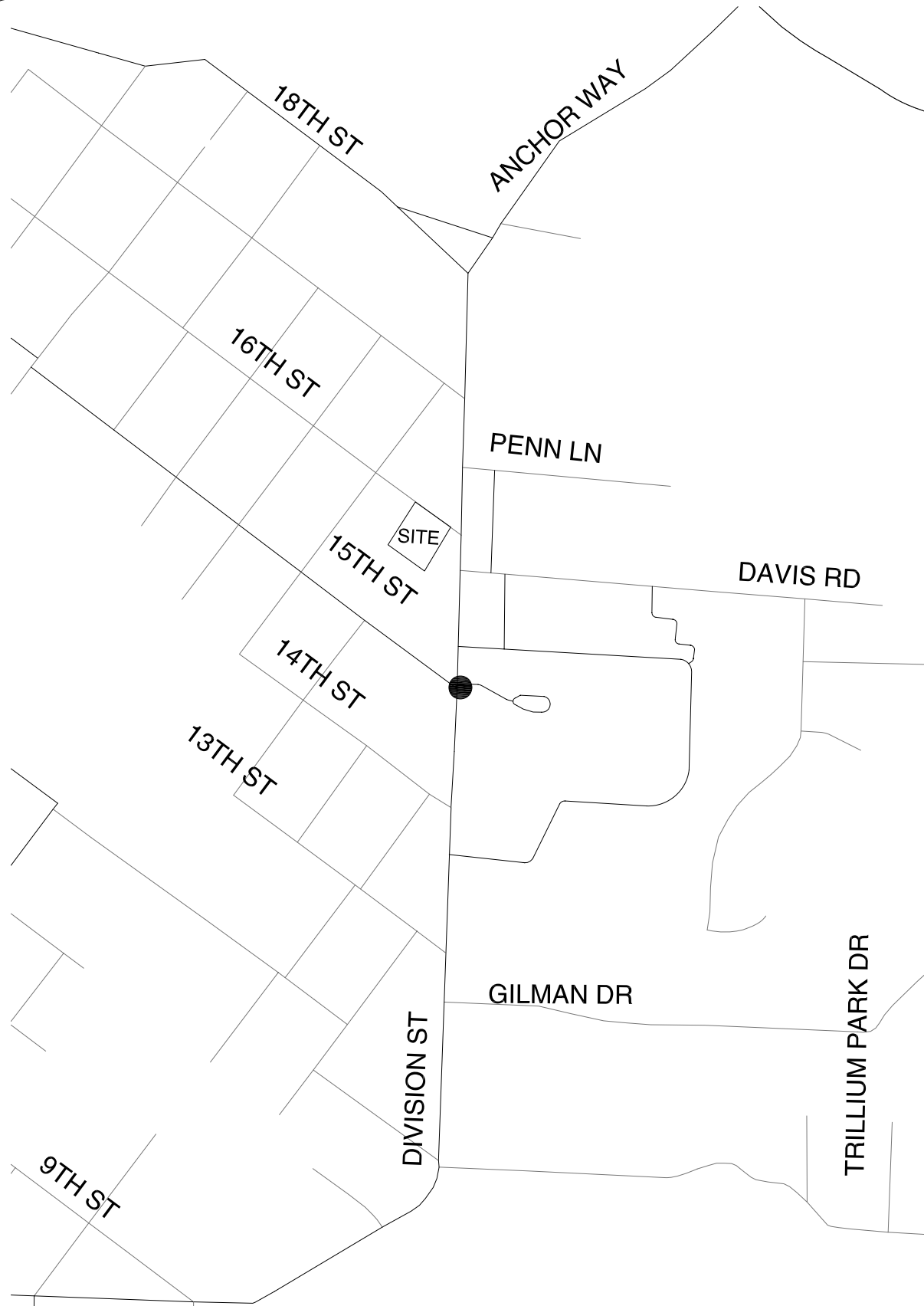
- Year 2015 existing traffic conditions at the study intersection during the weekday AM and PM peak periods;
- Year 2035 existing zoning traffic conditions at the study intersection during the weekday AM and PM peak periods; and,
- Year 2035 proposed zoning traffic conditions at the study intersection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

EXISTING CONDITIONS

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

SITE CONDITIONS AND ADJACENT LAND USES

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



LEGEND

- - STUDY INTERSECTION

SITE VICINITY MAP AND STUDY INTERSECTION
OREGON CITY, OREGON

FIGURE
1

TRANSPORTATION FACILITIES

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

Table 1: Existing Transportation Facilities

Roadway	Functional Classification	Number of Lanes	Posted Speed (mph ¹)	Sidewalks	Bicycle Lanes	On-Street Parking
Division Street	Collector	2	25	Partial	No	Yes
15 th Street	Collector	2	25	Yes	No	Yes
16 th Street	Local	2	25	yes	No	Yes

¹mph represents miles per hour

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

Pedestrian Facilities

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

Bicycle Facilities

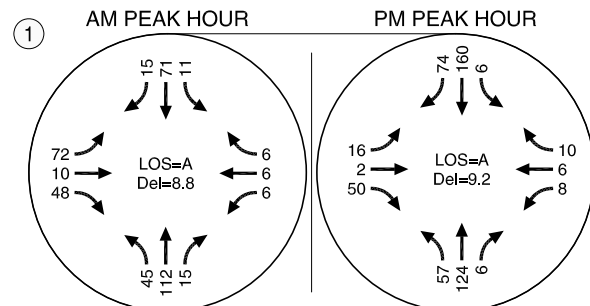
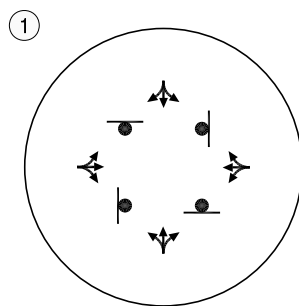
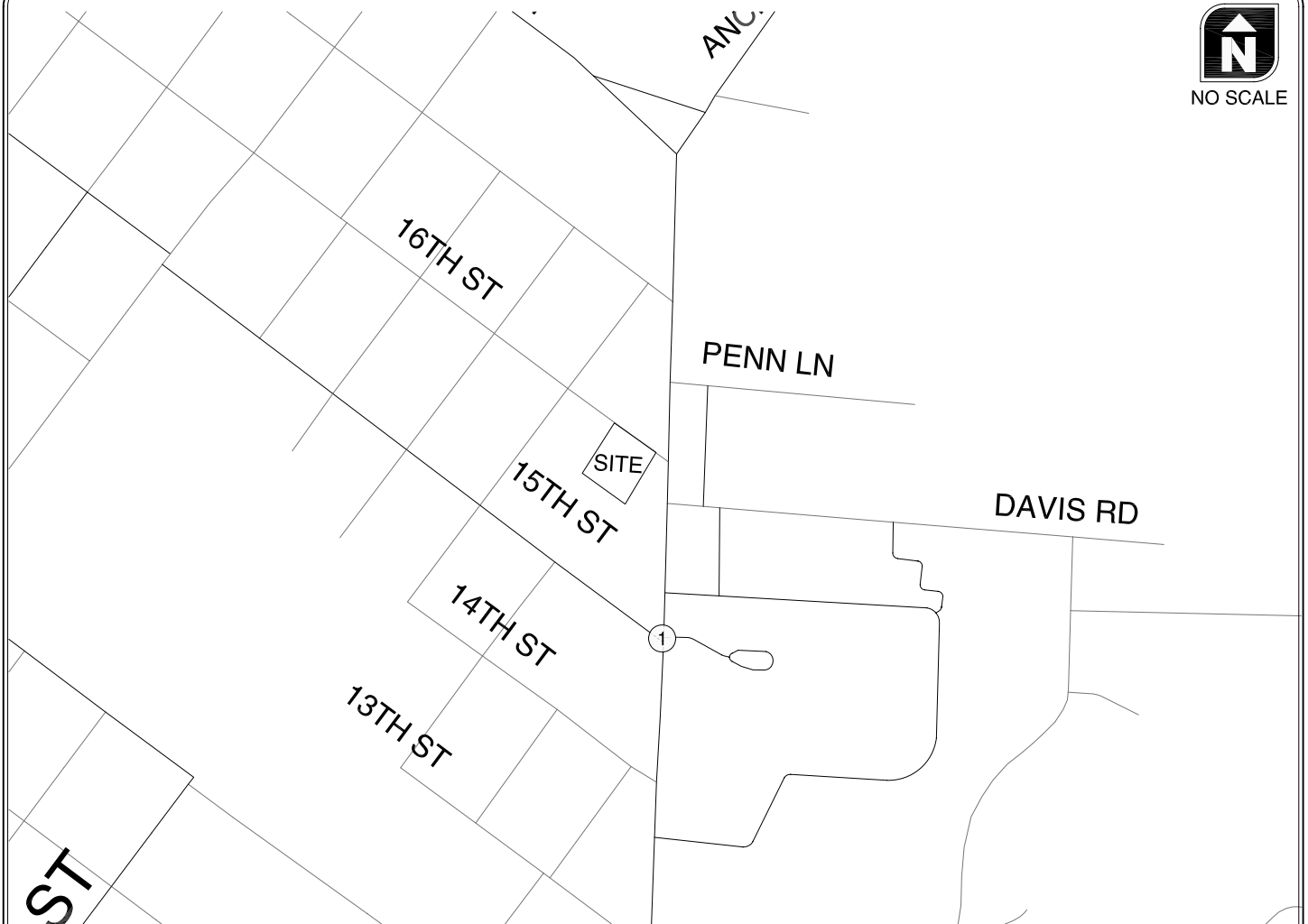
There are no on-street bicycle facilities within the study area. Future site frontage improvements will include bike lanes along 15th Street and Division Street, consistent with Oregon City street design standards.

Transit Facilities

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

TRAFFIC VOLUMES AND PEAK HOUR OPERATIONS

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



LEGEND

● - STOP SIGN

LOS = INTERSECTION LEVEL OF SERVICE

Del = INTERSECTION AVERAGE CONTROL DELAY

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

FIGURE
2

Current Levels of Service

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

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

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

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

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

TRANSPORTATION PLANNING RULE ANALYSIS

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

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

LAND USE SCENARIO DEVELOPMENT

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

Existing Zoning and Comprehensive Plan Designation

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

Proposed Zoning and Comprehensive Plan Designation

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

Trip Generation

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

Table 2: Trip Generation Comparison

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

YEAR 2035 EXISTING ZONING TRAFFIC CONDITIONS

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

Traffic Volumes

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

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

Intersection Operations

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

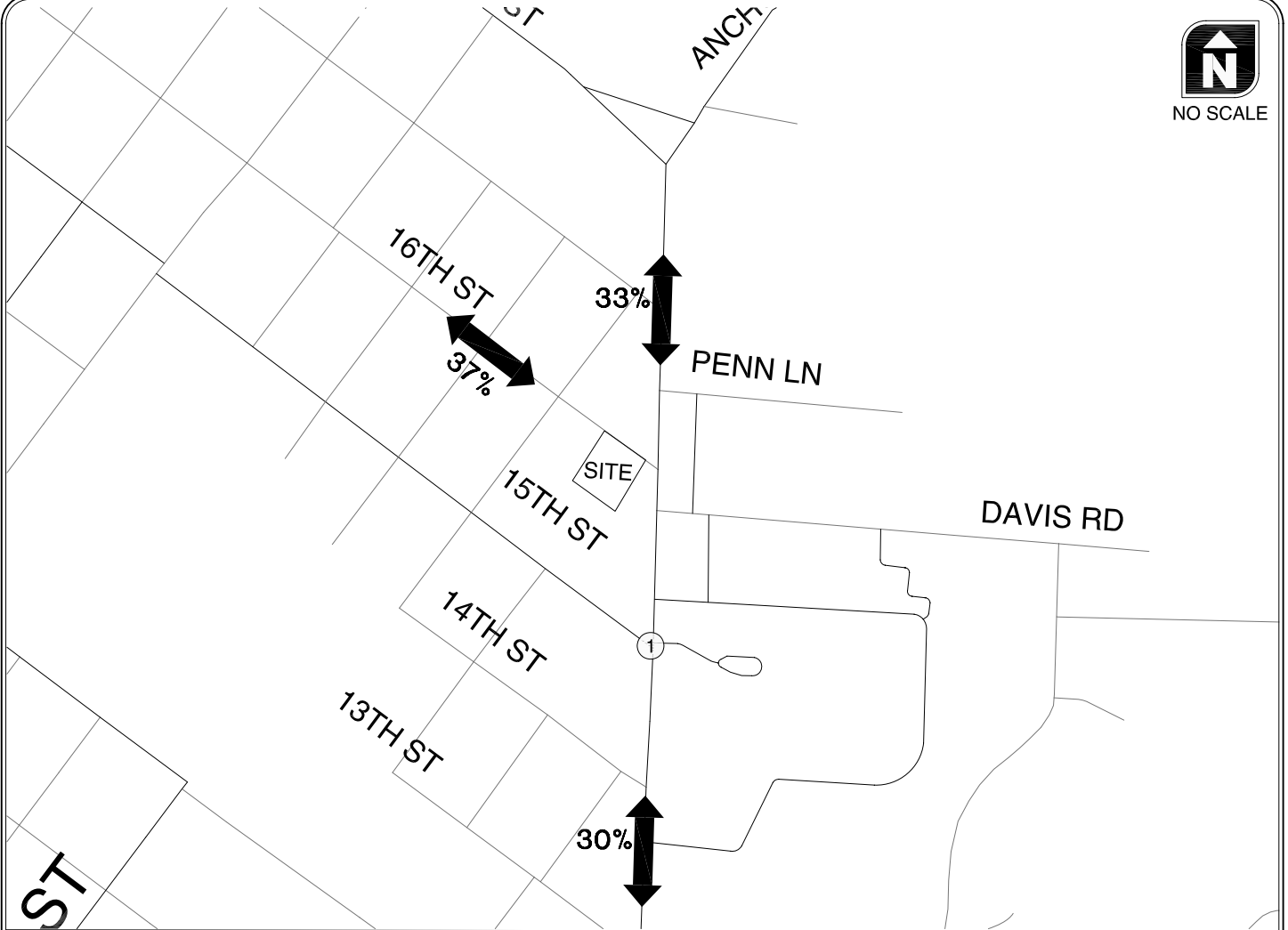
YEAR 2035 PROPOSED ZONING TRAFFIC CONDITIONS

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

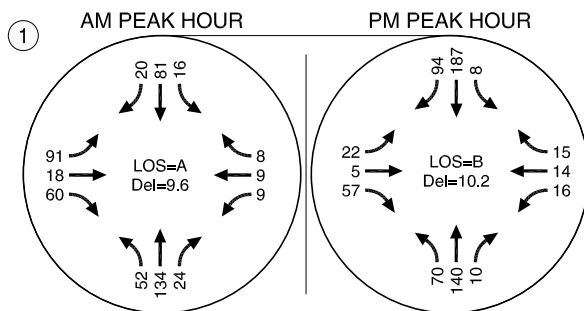
Figure 3 illustrates the future traffic conditions under both the existing and proposed zoning. It illustrates the trip distribution pattern along with the assignment of the proposed zoning trips at the study intersection. The horizon year 2035 existing zoning traffic volumes were added to the net new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

Intersection Operations

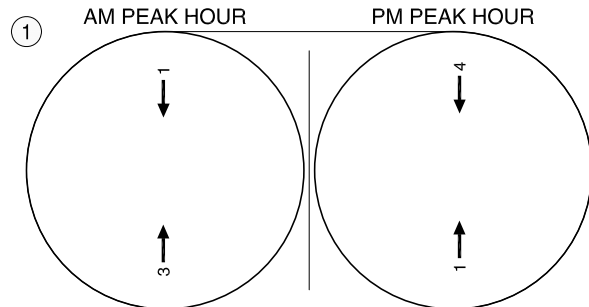
As shown in Figure 3, the study intersection is forecast to continue to operate acceptably assuming the buildout of the property consistent with the proposed zone change and Comprehensive Plan amendment. As such, the proposed amendments do not create a significant effect on the transportation system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



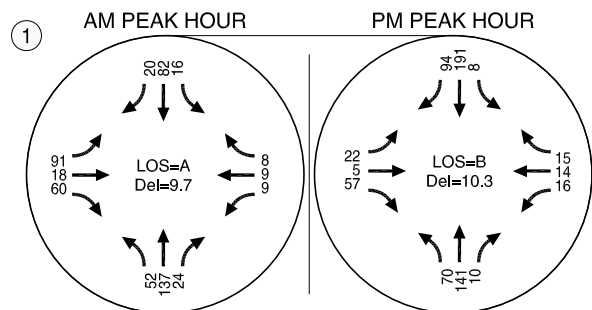
EXISTING ZONING 2035 TRAFFIC OPERATIONS



NET NEW TRIPS THROUGH STUDY INTERSECTION



PROPOSED ZONING 2035 TRAFFIC OPERATIONS



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

FIGURE
3

LEGEND

- ↕ TRIP DISTRIBUTION PATTERN
- LOS = INTERSECTION LEVEL OF SERVICE
- Del = INTERSECTION AVERAGE CONTROL DELAY

POLICY REVIEW

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

Table 3: TPR Criteria

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

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

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

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

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

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

CONCLUSION

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

FINDINGS

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

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

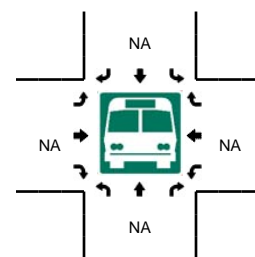
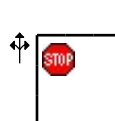
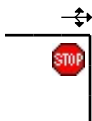
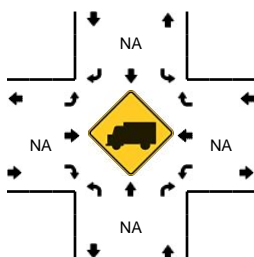
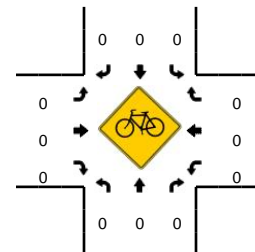
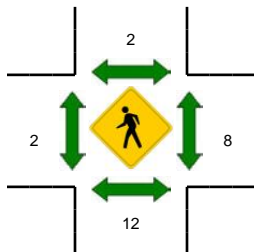
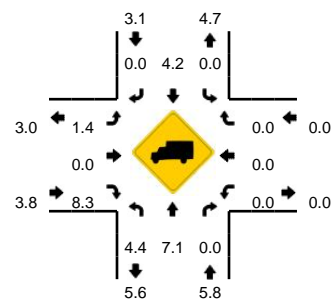
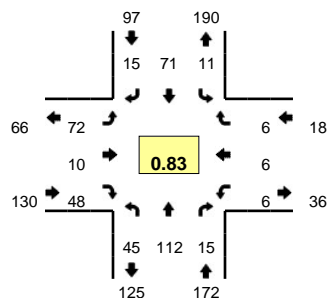
ATTACHMENTS

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

LOCATION: Division St -- 15th St/Providence Dwy
CITY/STATE: Oregon City, OR

QC JOB #: 13432701
DATE: Tue, Jun 30 2015

Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

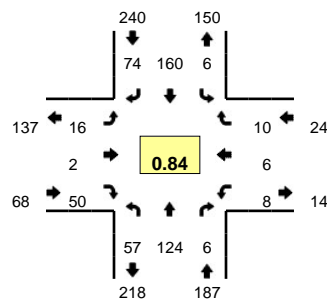


5-Min Count Period Beginning At	Division St (Northbound)				Division St (Southbound)				15th St/Providence Dwy (Eastbound)				15th St/Providence Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	4	0	0	1	2	3	0	4	2	4	0	0	0	0	0	23	
7:05 AM	6	8	1	0	0	1	0	0	3	1	0	0	0	0	1	0	21	
7:10 AM	4	9	0	0	0	5	3	0	1	0	3	0	0	0	0	0	25	
7:15 AM	2	3	1	0	1	7	2	0	4	2	3	0	0	1	1	0	27	
7:20 AM	3	8	1	0	2	6	0	0	3	0	4	0	0	1	1	0	29	
7:25 AM	0	7	1	0	1	7	3	0	3	0	4	0	0	0	1	0	27	
7:30 AM	1	6	0	0	0	6	0	0	6	1	8	0	1	0	0	0	29	
7:35 AM	3	14	1	0	0	5	0	0	4	0	3	0	2	0	2	0	34	
7:40 AM	8	10	0	0	3	7	1	0	4	1	3	0	0	2	0	0	39	
7:45 AM	3	10	2	0	1	6	1	0	10	1	2	0	0	1	1	0	38	
7:50 AM	3	13	4	0	0	11	2	0	4	1	7	0	0	0	0	0	45	
7:55 AM	3	11	0	0	2	9	2	0	8	2	3	0	1	1	0	0	42	379
8:00 AM	5	5	2	0	1	6	0	0	7	2	6	0	1	1	0	0	36	392
8:05 AM	2	9	1	0	2	6	2	0	7	1	3	0	0	0	0	0	33	404
8:10 AM	5	4	0	0	0	2	2	0	7	1	6	0	0	0	0	0	27	406
8:15 AM	2	11	2	0	0	5	0	0	5	0	2	0	0	0	2	0	29	408
8:20 AM	3	6	1	0	0	3	3	0	8	1	5	0	0	0	0	0	30	409
8:25 AM	4	11	1	0	1	4	0	0	3	0	4	0	1	1	0	0	30	412
8:30 AM	4	8	1	0	1	7	2	0	5	0	4	0	1	0	1	0	34	417
8:35 AM	5	11	0	0	0	6	4	0	1	1	2	0	0	0	2	0	32	415
8:40 AM	1	9	1	0	0	7	1	0	6	0	3	0	2	0	1	0	31	407
8:45 AM	3	10	1	0	1	9	6	0	1	3	5	0	1	0	3	0	43	412
8:50 AM	4	9	2	0	3	6	3	0	6	0	2	0	1	1	1	0	38	405
8:55 AM	2	12	1	0	0	10	1	0	5	2	6	0	0	0	0	0	39	402
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	136	24	0	12	104	20	0	88	16	48	0	4	8	4	0	500	
Heavy Trucks	0	12	0	0	0	4	0	0	0	0	4	0	0	0	0	0	20	
Pedestrians		16				4				0				16			36	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

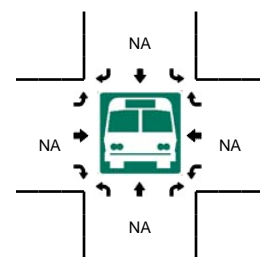
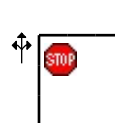
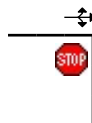
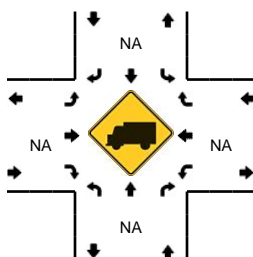
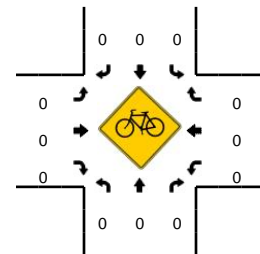
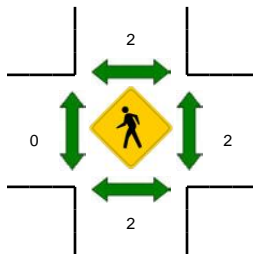
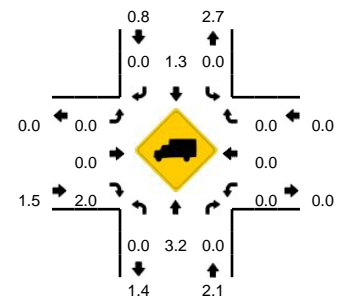
Comments:

LOCATION: Division St -- 15th St/Providence Dwy
CITY/STATE: Oregon City, OR

QC JOB #: 13432702
DATE: Tue, Jun 30 2015



Peak-Hour: 4:20 PM -- 5:20 PM
Peak 15-Min: 4:20 PM -- 4:35 PM



5-Min Count Period Beginning At	Division St (Northbound)				Division St (Southbound)				15th St/Providence Dwy (Eastbound)				15th St/Providence Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	5	1	0	0	8	4	0	2	1	6	0	1	1	1	0	33	
4:05 PM	13	8	1	0	0	9	7	0	2	1	4	0	0	1	0	0	46	
4:10 PM	3	11	0	0	2	9	5	0	3	0	5	0	0	3	1	0	42	
4:15 PM	8	8	0	0	0	11	3	0	2	0	4	0	2	0	0	0	38	
4:20 PM	11	12	1	0	1	11	11	0	4	0	4	0	2	1	2	0	60	
4:25 PM	4	17	0	0	0	13	4	0	1	1	3	0	0	1	0	0	44	
4:30 PM	7	8	0	0	2	16	9	0	1	0	6	0	0	0	2	0	51	
4:35 PM	2	11	1	0	1	11	8	0	1	0	4	0	0	0	2	0	41	
4:40 PM	5	10	0	0	0	14	3	0	0	0	7	0	0	0	0	0	39	
4:45 PM	1	9	0	0	0	15	1	0	2	0	2	0	1	0	1	0	32	
4:50 PM	4	5	2	0	1	17	7	0	4	0	1	0	0	2	0	0	43	
4:55 PM	5	9	0	0	0	11	1	0	1	0	7	0	1	0	0	0	35	504
5:00 PM	3	11	0	0	0	12	10	0	0	0	4	0	1	0	0	0	41	512
5:05 PM	7	14	1	0	0	17	6	0	0	1	3	0	1	1	0	0	51	517
5:10 PM	5	9	0	0	0	11	9	0	1	0	2	0	0	1	1	0	39	514
5:15 PM	3	9	1	0	1	12	5	0	1	0	7	0	2	0	2	0	43	519
5:20 PM	5	12	0	0	1	15	2	0	1	0	4	0	0	0	0	0	40	499
5:25 PM	2	9	1	0	0	13	2	0	0	1	2	0	2	0	1	0	33	488
5:30 PM	7	2	0	0	0	9	4	0	0	0	1	0	0	1	0	0	24	461
5:35 PM	5	11	2	0	2	10	8	0	1	2	5	0	0	1	0	0	47	467
5:40 PM	4	6	1	0	0	12	5	0	2	0	3	0	0	0	1	0	34	462
5:45 PM	3	6	1	0	0	10	4	0	1	0	4	0	3	0	1	0	33	463
5:50 PM	2	8	1	0	0	16	2	0	0	0	5	0	1	0	0	0	35	455
5:55 PM	2	5	0	0	0	5	2	0	1	1	2	0	0	2	1	0	21	441
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	148	4	0	12	160	96	0	24	4	52	0	8	8	16	0	620	
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

Attachment B Description of Level-of-
Service

DESCRIPTION OF LEVEL-OF-SERVICE

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

Signalized Intersections

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

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

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

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

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

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

Unsignalized Intersections

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

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

Level of Service	Average Delay per Vehicle to Minor Street
A	<ul style="list-style-type: none">Nearly all drivers find freedom of operation.Very seldom is there more than one vehicle in queue.
B	<ul style="list-style-type: none">Some drivers begin to consider the delay an inconvenience.Occasionally there is more than one vehicle in queue.
C	<ul style="list-style-type: none">Many times there is more than one vehicle in queue.Most drivers feel restricted, but not objectionably so.
D	<ul style="list-style-type: none">Often there is more than one vehicle in queue.Drivers feel quite restricted.
E	<ul style="list-style-type: none">Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement.There is almost always more than one vehicle in queue.Drivers find the delays approaching intolerable levels.
F	<ul style="list-style-type: none">Forced flow.Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

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

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10.0 and ≤ 15.0
C	>15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	>35.0 and ≤ 50.0
F	>50.0

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

















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

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

Attachment C Existing Traffic Conditions

















Existing Traffic Conditions
15th Street and Division Street

Weekday AM Peak Hour
7/23/2015

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

Existing Traffic Conditions
15th Street and Division Street

Weekday PM Peak Hour
7/23/2015

















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

Attachment D Horizon Year 2035 Existing
Zoning Traffic Conditions

No Build Traffic Conditions
15th Street and Division Street

















Weekday AM Peak Hour

7/23/2015

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

No Build Traffic Conditions
15th Street and Division Street

















Weekday PM Peak Hour
7/23/2015

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

Attachment E Horizon Year 2035 Proposed
Zoning Traffic Conditions

















Build Traffic Conditions
15th Street and Division Street

Weekday AM Peak Hour
7/23/2015

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

Build Traffic Conditions
15th Street and Division Street

Weekday PM Peak Hour
7/23/2015

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

APPENDIX D

2012 Notice of Decision and Condition of Approval



NOTICE OF LAND USE DECISION

DATE OF MAILING OF THE DECISION: March 1, 2012

FILE NO.: CP 11-01: Master Plan
DP 11-03: Detailed Development Plan
NR 11-05: Natural Resource Overlay Exemption
LL 11-07: Lot Line Adjustment

APPLICATION TYPE: Type III

**APPLICANT/
OWNER:** Providence Willamette Falls Medical Center
C/o Russell Reinhard
1500 Division Street
Oregon City, Oregon 97045

REPRESENTATIVE: Peterson Kolberg & Associates
C/o Steve Kolberg
6969 SW Hampton Street
Portland, Oregon 97223

REQUEST: The applicant submitted a Concept (General) Development Plan, Detailed Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over the next 10 years and construct a parking lot.

LOCATION: 1500 Division Street, Oregon City, OR 97045
Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600
Clackamas County Map 2-2E-32AA, TL 400 and
Clackamas County Map 2-2E-32AC, TL 101, 201

DECISION: Approval with Conditions.

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

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

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

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

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

CONDITIONS OF APPROVAL

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

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

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

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

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

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

does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. *(P)*

16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. *(P)*
17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. *(P)*
18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. *(P)*
19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. *(P)*
20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. *(P)*
21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. *(P)*
22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. *(P)*
23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. *(P)*
24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1 the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. *(P)*
25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. *(P and DS)*
26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. *(DS)*
27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. *(P)*
28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. *(P)*

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

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

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

Appendix E: Photos of Existing Conditions



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



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



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



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



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



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



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



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



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



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



1411 Division St., zoned MUE, adjacent to south side of proposed parking area at the intersection of Division St and 15th St.

APPENDIX F

Neighborhood Meeting Documentation



as a growing community



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

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

McLoughlin Neighborhood Association Meeting

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

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



1500 Division St
Oregon City, OR 97045

M C L O U G H L I N



N E I G H B O R H O O D
A S S O C I A T I O N

Steering Committee Meeting Agenda

June 2, 2015

Oregon City Main Station, 2nd floor meeting room

7:00 pm

- | | | |
|----------|----|---|
| 7:00 pm | 1. | Welcome and introductions |
| 7:05 pm | 2. | Special presentation- Providence Willamette Falls Hospital-
Land use proposal regarding the Master plan |
| 7:35 pm | 3. | Review and approval of the minutes-April 2, 2014 |
| 7: 40 pm | 4. | Treasurer's Report- update |
| 7:45 pm | 5. | Old Business <ul style="list-style-type: none">a. Concerts in the Park at the EOTb. First City Festival- July 25th- request for sno-conesc. Transportation Advisory Committee meetingd. Parks & Recreation Committee meeting- Library park playground equipment |
| 8:30 pm | 6. | Adjourn |

Steering/General Special Mtg w/ Providence Staff McLoughlin NA Sign-in Sheet

Date --- 6/4/15 Time _____

	Name/Business/Group/Title	Address	Phone	E-Mail
1	Richard Belleque	1903 14 th St Oregon City	971-267-4135	RBelleque@gmail.com
2	Brenda Belleque	↓	971-267-4134	
3	Claire Met	1107 Taylor	503-349-8102	
4	Danyse McGriff	815 Washington St.		
5	Henry Mackenroth	912 5 th		
6	Cora Sue Nickel	17425 Wake Robin Cir	503-742-9931	
7	Michael McAuley	17413 WPKR Robin Circle	503-258-7203	M-mc_auley@comcast.net
8	Barbara Rexhira - children's center	1713 Penn Lane	503-655-7725	barbararexhira@childrenscenter.cc
9	Cathie Daniels	524 High St.	" 655-3849	billandcathiedaniels@gmail.com
10	Delpha Powell	819 6 th St.	503-317-7756	oraetlabora4@comcast.net
11	Steve + Laura Larreau	17409 Wake Robin Circle	503-722-8685	Larreau2444@comcast.net
12	Abby James	1806 15 th St		abby1943@gmail.com
13	Patricia Pearce	1214 Washington St	503-830-9731	PatPearce@teleport.com
14	Kimberly Walch			Kimberlywalch@yahoo.com
15	Cameron McCredie	204 Wash. St.	503-235-9203	cmccredie@realtytrust.com
16	Damon Mabey			
17	Christine McKinley	(Providence Construction)	503-888-3864	Christine.McKinley@providence.org
18	Tiffany Mumma	1810 14 th St. DC	503-650-9596	tiffmumma@aol.com
19	Renate Meyerberg	2263 Gilman Prvil	503-656-2364	Renate.meyerberg@yahoo.com
20	Gerald Dietz	" "	" "	gerald_vdietz@yahoo.com
21	Renee King, Providence	1500 Division	503-650-2122	Renee.King@providence.org
22	Josh Kobergo	6969 SW HAMPTON ST. PDX, OR	503-968-6800	josh@pkarchitects.com
23	Brice Clayd	207 Washington St	(503) 415-7976	
24	Jim Niclos	302 3 rd St		
25	Jessica Belknap	215 Washington St.	503-803-5207	jessicabelknap@gmail.com
26	Jesse Buss	215 Washington St.		jessebuss@gmail.com
27	Francesca Antor, Secretary	General Steering Other _____		

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

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

Meeting Summary

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

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

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

Josh Kolberg of PKA Architects reviewed the map and showed:

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

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

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

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

Q: Why require expansion if only one building not two?

A Best use of space/most feasible use of the property for this specific location where a MOB is already approved per the existing master plan. The boundary expansion is intended to allow for parking to

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

Q: Building already there is commercial. What is intent of property between 14th and 15th?

A: Currently no plans. Just to bring in property we currently own into MP boundary.

Q: What are the hospitals growth projections for long term – 5 to 30 years? Might force hospital to expand even further.

A: All we know of right now is slated to be on campus. Don't know that far out. This is already a lot of capital dollars to spend.

Q: Is Providence intending to purchase in the two triangle areas (south of 14th)?

A: No.

Q: Clarification on zoning question and discussion about residential and employment map.

A: This was discussed in more detail including allowed uses in the MUE zone.

Q: How many extra employees will this MOB bring? Will this result in more parking and traffic in the neighborhood?

A: New employees will be in primary care office and rehab. City has code requirements for parking. Intention to meet code requirements. Area of rental houses could be used for parking.

Q: What is happening with the property I live in? (Assume rental house tenant.)

A: No plans on that side of 15th.

Q: How many stories would MOB be?

A: Most likely one or two.

Q: Concern about traffic impact on 15th Street.

A: A traffic study is required as part of this land use application. A traffic consultant has been retained and the City is currently reviewing the scope of the study.

Q: Concern about traffic and parking impacts. Question about why there has been no transportation demand study.

A: The request would only look at the difference between what is currently allowed in the master plan and what is proposed. Intent is not to open master plan for full review. Since PWF is looking to drop one of the MOB's and reduce the total square footage allowed from 50,000 sf to approximately 30,000sf, there will be less impact than what is already currently approved.

Q: Is building going to be owned and occupied by Providence?

A: Occupants could be both Providence and community.

Q: We have lots of vacant office space in Oregon City, why need more?

A: Accessibility to patients is important which is why facilities are needed here at the existing PWF campus. Providence mission to provide care as close as possible to community. Don't want travel to be a barrier for help.

Q: Existing problem with employees parking on the street and taking up neighborhood spaces.

A: Employees should not be parking on the street and they know this. Renee to send Denyse parking hot line to report employees parking on streets.

Q: Besides cost, what are code or height restrictions for going up rather than out?

A: Max height 60 feet so it is not a restriction from a zoning code perspective for what is proposed.

Q: Questioning the addition of the property on the other side of 15th Street. What notification process if Providence decides to building there?

A: It will go through development plan and site review at the City. Notice will be given and the public will be able to comment.

Q: What about original plan to add MOB on Davis parking lot?

A.: Not currently in the growth plan.

General Comments

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

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

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

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

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

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

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

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

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

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

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

APPENDIX G

Pre-Application Notes



Pre-Application Conference Notes

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

Pre-Application Conference Date: 5/13/2015

Proposed Project:

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

General Information:

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

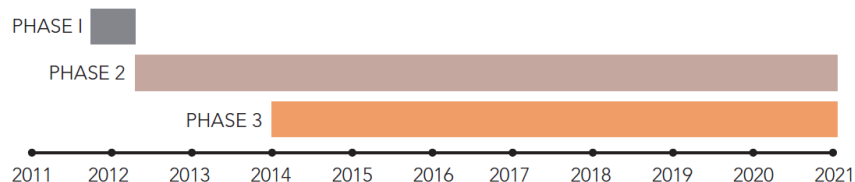
Approved Phases of the Master Plan:

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

Phasing Timing

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

FIGURE 26 - Project Phasing Timeline



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

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

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

Project Phase 2 – Hospital Additions and Remodels

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

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

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

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

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

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

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

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

Project Phase 3 – Medical Office Buildings (MOB)

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

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

Conditional Use:

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

Transportation Impacts:

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

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

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

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

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

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

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

Zone Change and Comprehensive Plan Amendment:

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

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

Policy 1.1.1 - Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.

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

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.

Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

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

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

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

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

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

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

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

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

- Low Density Residential (LR)
- High Density Residential (HR)
- Mixed Use Corridor (MUC)
- Mixed Use Downtown (MUD)
- Public and Quasi-Public (QP)
- Future Urban Holding (FUH)
- Medium Density Residential (MR)
- Commercial (C)
- Mixed Use Employment (MUE)
- Industrial (I)
- Parks (P)

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

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

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

Goal 9.1 *Improve Oregon City's Economic Health - Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities to work toward an economically reasonable, ecologically sound and socially equitable economy.*

Goal 10.1 *Diverse Housing Opportunities - Provide for the planning, development and preservation of a variety of housing types and lot sizes.*

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

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

Goal 11.6 *Transportation Infrastructure - Optimize the City's investment in transportation infrastructure.*

Goal 12.1 *Land Use-Transportation Connection - Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.*

Policy 12.1.4 - *Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.*

Goal 13.2 *Energy Conservation- Plan public and private development to conserve energy.*

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

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

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

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

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

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

Master Plan:

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

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

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

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

See separate notes from Public Works Development Services Division.

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

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

Building Division:

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

Clackamas Fire District:

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

Neighborhood Association Meeting:

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

Chair: Denyse McGriff

Chair Email: guttmcg@msn.com

Chair Phone Number: 503-656-3912

Vice Chair Name: Francesca Anton

Vice Chair Email: francescairena@gmail.com

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

2015 General Meeting Dates: July 2, November 5

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

Meeting Time: 7:00 PM

Oregon City Municipal Code Criteria:

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

OCMC 12.04 - Streets, Sidewalks and Public Places

OCMC 12.08 - Public and Street Trees

OCMC 13.12 – Stormwater Management

OCMC 15.48 – Grading, Filling and Excavating

OCMC 17.31 – “MUE” Mixed Use Employment District

OCMC 17.41- Tree Protection Standards

OCMC 17.44- Geologic Hazards

OCMC 17.49 – Natural Resource Overlay District

OCMC 17.50 – Administrative Processes

OCMC 17.52 – Off-Street parking and Loading

OCMC 17.62 – Site Plan and Design Review

OCMC 17.54 – Supplemental Zoning Regulations and Exceptions

OCMC 17.65 - Master Plans

OCMC 17.68 - Zoning Changes and Amendments

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

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

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

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

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

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

From: [King, Renee](#)
To: [Laura Terway](#)
Subject: RE: Providence Willamette Falls Zone Change
Date: Tuesday, October 27, 2015 2:12:35 PM

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

Renée

From: King, Renee
Sent: Thursday, October 22, 2015 12:24 PM
To: 'Laura Terway'
Subject: FW: Providence Willamette Falls Zone Change

Hi Laura,

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

Renée

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

From: Reinhard, Russ
Sent: Thursday, October 22, 2015 12:13 PM
To: 'AlexB@cccchs.org'
Cc: King, Renee; 'Stefanie Slyman'; Josh Kolberg
Subject: Providence Willamette Falls Zone Change

Hello Alex,

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

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

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

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

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

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

Russ Reinhard
Chief Executive

From: Laura Terway [<mailto:lterway@ci.oregon-city.or.us>]
Sent: Thursday, October 15, 2015 12:47 PM
To: Alex Bursheim <AlexB@cccchs.org>
Cc: Stefanie Slyman <stefanies@hhpr.com>; Josh Kolberg <josh@pkaarchitects.com>
Subject: RE: Providence Willamette Falls Zone Change

Alex,

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



Laura Terway, AICP
Planner
Planning Division
City of Oregon City
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Direct - 503.496.1553
Planning Division - 503.722.3789
Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: [Facebook!](#) | [Twitter](#)
Think **GREEN** before you print.

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

From: Alex Bursheim [<mailto:AlexB@cccchs.org>]
Sent: Thursday, October 15, 2015 12:33 PM
To: Laura Terway
Subject: Providence Willamette Falls Zone Change

Hello Laura,

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

Thank you,

Alex Bursheim

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

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



Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : *no Site Address*
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AA00400
 T: 02S R: 02E S: 32 Q: NE QQ: NE
 Parcel Number : 00583023
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : *unknown Improvement Code*
 Subdivision/Plat :
 Neighborhood Code : Area 03 Commercial Oregon City
 Land Use : 200 Vacant, Commercial Land
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AA TAX LOT 00400
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$331,674
 Mkt Structure :
 Mkt Total : \$331,674
 %Improved :
 M50AssdTotal : \$232,800
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes :
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : 1.32
Full Baths :	UpperFinSqFt :	Lot SqFt : 57,604
Half Baths :	Finished SqFt :	Year Built :
Fireplace :	AbvGrdSqFt :	Foundation :
Heat Type :	UpperTotSqFt :	Roof Type :
Floor :	UnFinUpStySqFt :	Roof Shape:
Stories :	Bsmt Fin SqFt :	Exterior Fin :
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

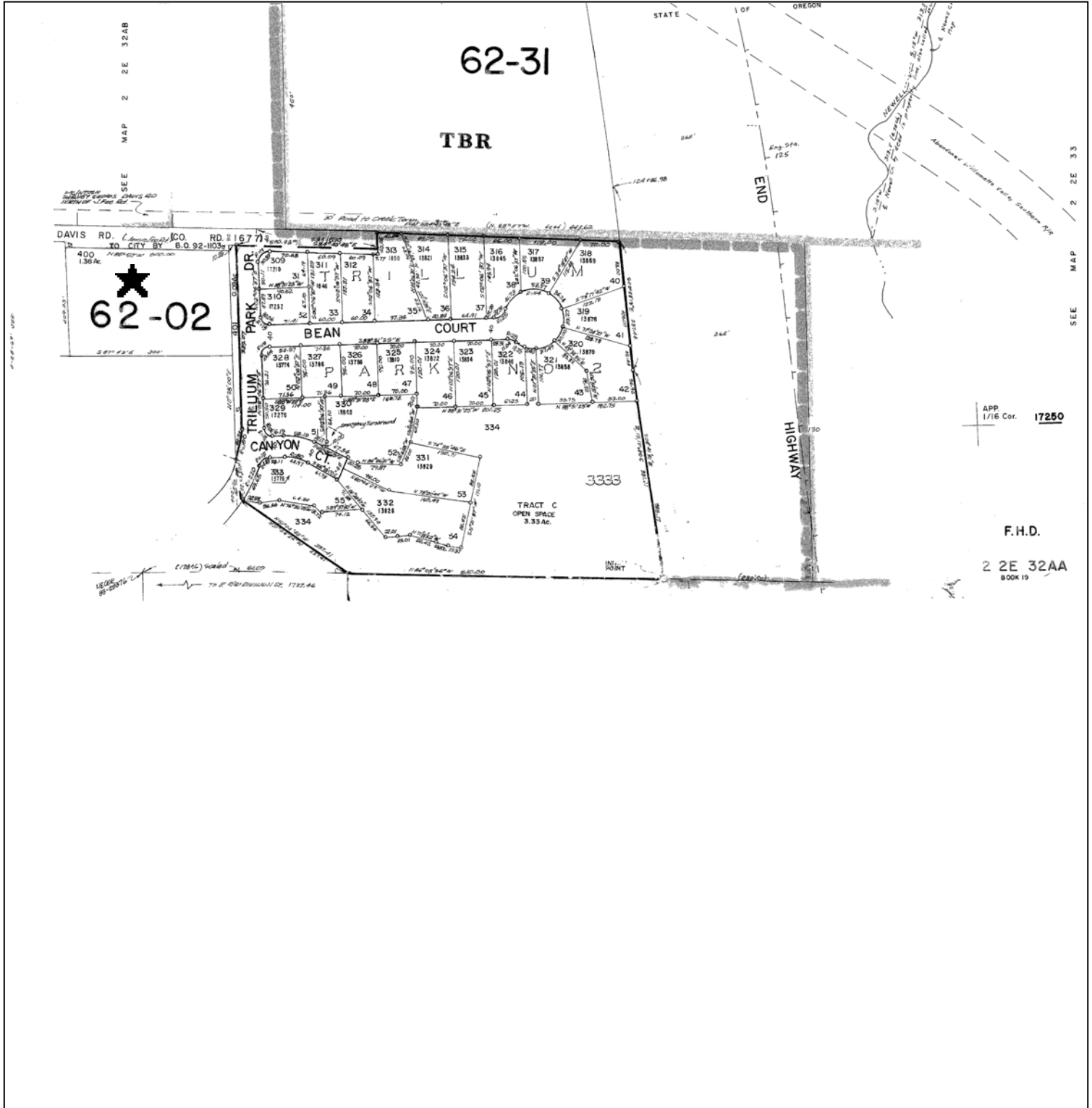
Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



WFG National Title
Customer Service Department
12909 SW 68th Pkwy # 350
Portland, OR 97223
Phone: 503.603.1700
Fax: 888.833.6840
E-mail: cs@wfgnationaltitle.com



Parcel # : 00583023 / 22E32AA00400



This map is a copy of public record and is provided solely for informational purposes. WFG National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements.

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records
Sherry Hall, County Clerk

2012-003005

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR
\$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

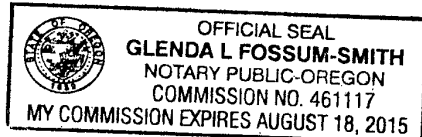
GRANTOR:

WILLAMETTE FALLS HOSPITAL
an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CFD

STATE OF OREGON)
) ss.
County of Multnomah)

Personally appeared before me this 6th day of January 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CFD of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher D.L.C. in the Northeast one-quarter of Section 32, Township 2 South, Range 2 East, of the Willamette Meridian, in the CITY OF OREGON CITY, in Clackamas County, Oregon, described as follows:

Beginning at a granite stone 18" x 32" x 10", marked "A" and set in the West line of the said Fisher D.L.C., 23.15 chains North 0°38' East from the Southwest corner thereof, said point also being the Southwest corner of a tract of land conveyed to Doctors Hospital Association, Inc., by Deed recorded in Book 534, Page 590, Clackamas County Deed Records; thence South 87°53' East along the South line of said tract, 950 feet to the Southeast corner thereof and the true point of beginning of the tract herein to be described; thence continuing South 87°53' East along an Easterly extension of the South line of said Doctors Hospital Association, Inc. tract, 51 feet to a point; thence North 0°38' East parallel with the East line of said Doctors Hospital Association, Inc. tract and the Northerly extension thereof, 609.03 feet to a point in the south line of Davis Road; thence North 85°51' West along the South line of Davis Road to the Northeast corner of a tract of land conveyed to Hospital Convalescent and Nursing Manor, Inc. by Deed recorded in Book 660, Page 789, Clackamas County Deed Records; thence South along the East line of said tract, 209.03 feet to a point in the North line of the said Doctors Hospital Association, Inc. tract; thence South 87°53' East along said North line 300 feet to the Northeast corner thereof; thence South 00 38' West along the East line of said Doctors Hospital Association, Inc. tract, 400 feet to the true point of beginning.

EXCEPTING THEREFROM that portion conveyed to Rivergate Development Company, an Oregon corporation by Warranty Deed recorded December 12, 1996 as Fee No. 96-091470.

ALSO EXCEPTING THEREFROM that property conveyed to the City of Oregon City by Deed recorded February 13, 2002 as Fee No. 2002-014847 in the records of Clackamas County, Oregon.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583023 & 01644386

Ref Parcel Number: 22E32AA00400 & 22E32AA00401

Site Address: No Site Address



Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1806 15th St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB03900
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583434
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 2
 Improvement Type : 131 Sgl Family,R1-3,1-Story
 Subdivision/Plat : Crooks Add
 Neighborhood Code : Oregon City Older
 Land Use : 101 Res,Residential Land,Improved
 Legal : 389 CROOKS ADD LT 3
 :
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$57,595
 Mkt Structure : \$103,990
 Mkt Total : \$161,585
 %Improved : 64
 M50AssdTotal : \$108,171
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$1,966.55
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms : 3	BldgLivingSqFt : 1,152	BldgSqFt : 1,152
Bathrooms : 1.00	1st Floor SqFt : 1,152	Lot Acres : .14
Full Baths : 1	UpperFinSqFt :	Lot SqFt : 5,900
Half Baths :	Finished SqFt : 1,152	Year Built : 1925
Fireplace :	AbvGrdSqFt : 1,152	Foundation : Concrete
Heat Type : Elec Baseboard	UpperTotSqFt :	Roof Type : Composition
Floor : Carpet	UnFinUpStySqFt :	Roof Shape: Gable
Stories : 1	Bsmt Fin SqFt :	Exterior Fin : Bevel Siding
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
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Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1807 15th St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB02500
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583309
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 300 Farm
 Subdivision/Plat : Old Oregon Trail Summer Hm Sit
 Neighborhood Code : Oregon City Older
 Land Use : 100 Vacant, Residential Land
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AB TAX LOT 02500
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$39,689
 Mkt Structure :
 Mkt Total : \$39,689
 %Improved :
 M50AssdTotal : \$29,147
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$529.90
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : .17
Full Baths :	UpperFinSqFt :	Lot SqFt : 7,500
Half Baths :	Finished SqFt :	Year Built :
Fireplace :	AbvGrdSqFt :	Foundation :
Heat Type :	UpperTotSqFt :	Roof Type :
Floor :	UnFinUpStySqFt :	Roof Shape:
Stories :	Bsmt Fin SqFt :	Exterior Fin :
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1808 15th St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB04000
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583443
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 2
 Improvement Type : 131 Sgl Family,R1-3,1-Story
 Subdivision/Plat : Crooks Add
 Neighborhood Code : Oregon City Older
 Land Use : 101 Res,Residential Land,Improved
 Legal : 389 CROOKS ADD LT 4
 :
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$57,595
 Mkt Structure : \$81,550
 Mkt Total : \$139,145
 %Improved : 59
 M50AssdTotal : \$97,359
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$1,769.99
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms : 2	BldgLivingSqFt : 916	BldgSqFt : 916
Bathrooms : 1.00	1st Floor SqFt : 916	Lot Acres : .14
Full Baths : 1	UpperFinSqFt :	Lot SqFt : 5,900
Half Baths :	Finished SqFt : 916	Year Built : 1923
Fireplace :	AbvGrdSqFt : 916	Foundation : Concr Blk
Heat Type : Forced Air-Gas	UpperTotSqFt :	Roof Type : Composition
Floor : Fir	UnFinUpStySqFt :	Roof Shape: Gable
Stories : 1	Bsmt Fin SqFt :	Exterior Fin : Rustic
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Division Street Prop II LLC
 CoOwner :
 Site Address : 1809 15th St Oregon City 97045
 Mail Address : 1505 Division St Oregon City Or 97045

Ref Parcel Number : 22E32AB02400
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583292
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 131 Sgl Family,R1-3,1-Story
 Subdivision/Plat :
 Neighborhood Code : Oregon City Older
 Land Use : 101 Res,Residential Land,Improved
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AB TAX LOT 02400
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$56,188
 Mkt Structure : \$94,270
 Mkt Total : \$150,458
 %Improved : 63
 M50AssdTotal : \$100,240
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$1,822.36
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms : 2	BldgLivingSqFt : 1,034	BldgSqFt : 1,034
Bathrooms : 1.00	1st Floor SqFt : 1,034	Lot Acres : .11
Full Baths : 1	UpperFinSqFt :	Lot SqFt : 5,000
Half Baths :	Finished SqFt : 1,034	Year Built : 1946
Fireplace :	AbvGrdSqFt : 1,034	Foundation : Concrete
Heat Type : Forced Air-Gas	UpperTotSqFt :	Roof Type : Composition
Floor : Carpet	UnFinUpStySqFt :	Roof Shape: Gable
Stories : 1	Bsmt Fin SqFt :	Exterior Fin : Bevel Siding
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Division Street Prop II LLC	:10/15/2002	002-098381	:	:Bargain & Sale
:Willamette Falls Hospital	:10/15/2002	002-098382	:\$1,131,000	:Warranty
:Division Street Prop II LLC	:09/01/1998	0098-83584	:\$140,000	:Warranty
:Ramsour Robert G/Judith J Tr	:05/23/1994	0094-42524	:	:Bargain & Sale
:	:	:	:	:
:	:	:	:	:

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Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1810 15th St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB04100
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583452
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 2
 Improvement Type : 131 Sgl Family,R1-3,1-Story
 Subdivision/Plat : Crooks Add
 Neighborhood Code : Oregon City Older
 Land Use : 101 Res,Residential Land,Improved
 Legal : 389 CROOKS ADD LT 5
 :
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$56,327
 Mkt Structure : \$150,680
 Mkt Total : \$207,007
 %Improved : 73
 M50AssdTotal : \$143,178
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$2,602.98
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms : 3	BldgLivingSqFt : 1,315	BldgSqFt : 1,315
Bathrooms : 1.00	1st Floor SqFt : 1,104	Lot Acres : .14
Full Baths : 1	UpperFinSqFt :	Lot SqFt : 5,900
Half Baths :	Finished SqFt : 1,315	Year Built : 1925
Fireplace : Single Fireplce	AbvGrdSqFt : 1,315	Foundation : Concr Blk
Heat Type : Forced Air-Gas	UpperTotSqFt :	Roof Type : Composition
Floor : Carpet	UnFinUpStySqFt :	Roof Shape: Gable
Stories : 1	Bsmt Fin SqFt :	Exterior Fin : Bevel Siding
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



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 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1811 15th St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB02300
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583283
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 470 Medical Buildings
 Subdivision/Plat :
 Neighborhood Code : Area 03 Commercial Oregon City
 Land Use : 201 Com,Commercial Land,Improved
 Legal : TOWNSHIP 2S RANGE 2E SECTION 32
 : QUARTER AB TAX LOT 02300 SEE EXEMPT
 : PORTION 02300E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$59,971
 Mkt Structure : \$106,390
 Mkt Total : \$166,361
 %Improved : 64
 M50AssdTotal : \$133,872
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$2,433.80
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : .17
Full Baths :	UpperFinSqFt :	Lot SqFt : 7,500
Half Baths :	Finished SqFt :	Year Built : 1974
Fireplace :	AbvGrdSqFt :	Foundation :
Heat Type :	UpperTotSqFt :	Roof Type :
Floor :	UnFinUpStySqFt :	Roof Shape:
Stories :	Bsmt Fin SqFt :	Exterior Fin :
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
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:	:	:	:	:
:	:	:	:	:



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 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1812 15th St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB04200
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583461
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 2
 Improvement Type : 131 Sgl Family,R1-3,1-Story
 Subdivision/Plat : Crooks Add
 Neighborhood Code : Oregon City Older
 Land Use : 101 Res,Residential Land,Improved
 Legal : 389 CROOKS ADD LT 6
 :
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$56,188
 Mkt Structure : \$40,970
 Mkt Total : \$97,158
 %Improved : 42
 M50AssdTotal : \$67,586
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$1,228.72
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms : 2	BldgLivingSqFt : 1,034	BldgSqFt : 1,034
Bathrooms : 1.00	1st Floor SqFt : 1,034	Lot Acres : .12
Full Baths : 1	UpperFinSqFt :	Lot SqFt : 5,247
Half Baths :	Finished SqFt : 1,034	Year Built : 1925
Fireplace :	AbvGrdSqFt : 1,034	Foundation : Post Pier
Heat Type : Stove	UpperTotSqFt :	Roof Type : Composition
Floor : Fir	UnFinUpStySqFt :	Roof Shape: Gable
Stories : 1	Bsmt Fin SqFt :	Exterior Fin : Rustic
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



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 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1714 16th St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB03100
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583354
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 141 Sgl Family,R1-4,1-Story
 Subdivision/Plat :
 Neighborhood Code : Oregon City Older
 Land Use : 101 Res,Residential Land,Improved
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AB TAX LOT 03100
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$95,032
 Mkt Structure : \$196,450
 Mkt Total : \$291,482
 %Improved : 67
 M50AssdTotal : \$186,317
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$3,387.25
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms : 3	BldgLivingSqFt : 1,640	BldgSqFt : 1,640
Bathrooms : 2.00	1st Floor SqFt : 1,262	Lot Acres : .34
Full Baths : 2	UpperFinSqFt : 378	Lot SqFt : 15,000
Half Baths :	Finished SqFt : 1,640	Year Built : 1920
Fireplace : Single Fireplce	AbvGrdSqFt : 1,640	Foundation : Concrete
Heat Type : Forced Air-Gas	UpperTotSqFt : 378	Roof Type : Composition
Floor : Tile	UnFinUpStySqFt :	Roof Shape: Gable
Stories : 1	Bsmt Fin SqFt :	Exterior Fin : Bevel Siding
Garage SF : 444	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
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:	:	:	:	:
:	:	:	:	:
:	:	:	:	:

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OWNERSHIP INFORMATION

Owner : Providence Health/Services-O
 CoOwner :
 Site Address : 1716 16th St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB03000
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583345
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 131 Sgl Family,R1-3,1-Story
 Subdivision/Plat : Debbie Acres
 Neighborhood Code : Oregon City Older
 Land Use : 101 Res,Residential Land,Improved
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AB TAX LOT 03000
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$69,136
 Mkt Structure : \$131,450
 Mkt Total : \$200,586
 %Improved : 66
 M50AssdTotal : \$138,300
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$2,514.30
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms : 3	BldgLivingSqFt : 1,401	BldgSqFt : 1,401
Bathrooms : 1.00	1st Floor SqFt : 1,401	Lot Acres : .17
Full Baths : 1	UpperFinSqFt :	Lot SqFt : 7,500
Half Baths :	Finished SqFt : 1,401	Year Built : 1904
Fireplace : Single Fireplce	AbvGrdSqFt : 1,401	Foundation : Post Pier
Heat Type : Forced Air-Oil	UpperTotSqFt :	Roof Type : Composition
Floor : Tile	UnFinUpStySqFt :	Roof Shape: Gable
Stories : 1	Bsmt Fin SqFt :	Exterior Fin : Bevel Siding
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health/Services-O	:05/15/2015	015-028371	:\$255,000	:Warranty
:Wright Andre P	:12/17/2002	002-123732	:\$159,900	:Warranty
:Andrilenas Edward J	:08/30/2001	001-069648	:\$70,500	:Warranty
:House Robert L/Linda K	:09/01/1998	0098-81411	:	:Bargain & Sale
:House Robert L	:06/04/1997	0097-42097	:\$55,000	:Warranty
:	:	:	:	:

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 WFG National Title - Customer Service Department
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 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1720 16th St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB02900
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583336
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 131 Sgl Family,R1-3,1-Story
 Subdivision/Plat :
 Neighborhood Code : Oregon City Older
 Land Use : 101 Res,Residential Land,Improved
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AB TAX LOT 02900
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$51,684
 Mkt Structure : \$120,720
 Mkt Total : \$172,404
 %Improved : 70
 M50AssdTotal : \$117,518
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$2,136.48
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms : 3	BldgLivingSqFt : 1,490	BldgSqFt : 1,490
Bathrooms : 1.00	1st Floor SqFt : 1,138	Lot Acres : .11
Full Baths : 1	UpperFinSqFt : 352	Lot SqFt : 4,986
Half Baths :	Finished SqFt : 1,490	Year Built : 1920
Fireplace :	AbvGrdSqFt : 1,490	Foundation : Concrete
Heat Type : Forced Air-Gas	UpperTotSqFt : 352	Roof Type : Composition
Floor : Carpet	UnFinUpStySqFt :	Roof Shape: Gable
Stories : 1	Bsmt Fin SqFt :	Exterior Fin : Aluminum
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



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 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1500 Division St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB02100
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583265
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : *unknown Improvement Code*
 Subdivision/Plat : Aldercrest Acres
 Neighborhood Code : Area 03 Commercial Oregon City
 Land Use : 201 Com,Commercial Land,Improved
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AB TAX LOT 02100
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$2,017,225
 Mkt Structure : \$45,016,480
 Mkt Total : \$47,033,705
 %Improved : 96
 M50AssdTotal : \$43,309,308
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes :
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : 8.36
Full Baths :	UpperFinSqFt :	Lot SqFt : 364,193
Half Baths :	Finished SqFt :	Year Built : 1961
Fireplace :	AbvGrdSqFt :	Foundation :
Heat Type :	UpperTotSqFt :	Roof Type :
Floor :	UnFinUpStySqFt :	Roof Shape:
Stories :	Bsmt Fin SqFt :	Exterior Fin :
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
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:	:	:	:	:

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 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1505 Division St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB02200
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583274
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 470 Medical Buildings
 Subdivision/Plat :
 Neighborhood Code : Area 03 Commercial Oregon City
 Land Use : 201 Com,Commercial Land,Improved
 Legal : TOWNSHIP 2S RANGE 2E SECTION 32
 : QUARTER AB TAX LOT 02200 SEE EXEMPT
 : PORTION 02200E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$13,168
 Mkt Structure : \$23,010
 Mkt Total : \$36,178
 %Improved : 64
 M50AssdTotal : \$28,802
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$523.62
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : .37
Full Baths :	UpperFinSqFt :	Lot SqFt : 16,025
Half Baths :	Finished SqFt :	Year Built : 1974
Fireplace :	AbvGrdSqFt :	Foundation :
Heat Type :	UpperTotSqFt :	Roof Type :
Floor :	UnFinUpStySqFt :	Roof Shape:
Stories :	Bsmt Fin SqFt :	Exterior Fin :
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



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Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1508 Division St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB02000
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583256
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : *unknown Improvement Code*
 Subdivision/Plat :
 Neighborhood Code : Area 03 Commercial Oregon City
 Land Use : 201 Com,Commercial Land,Improved
 Legal : TOWNSHIP 2S RANGE 2E SECTION 32
 : QUARTER AB TAX LOT 02000 SEE EXEMPT
 : PORTION 02000E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$317,846
 Mkt Structure : \$10,092,870
 Mkt Total : \$10,410,716
 %Improved : 97
 M50AssdTotal : \$9,364,280
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$169,801.91
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : 1.72
Full Baths :	UpperFinSqFt :	Lot SqFt : 75,094
Half Baths :	Finished SqFt :	Year Built : 1962
Fireplace :	AbvGrdSqFt :	Foundation :
Heat Type :	UpperTotSqFt :	Roof Type :
Floor :	UnFinUpStySqFt :	Roof Shape:
Stories :	Bsmt Fin SqFt :	Exterior Fin :
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



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OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1510 Division St Oregon City 97045
 Mail Address : 1510 Division St Oregon City Or 97045

Ref Parcel Number : 22E32AB01900
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583247
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 564 Medical Office Buildings
 Subdivision/Plat :
 Neighborhood Code : Area 03 Commercial Oregon City
 Land Use : 201 Com,Commercial Land,Improved
 Legal : TOWNSHIP 2S RANGE 2E SECTION 32
 : QUARTER AB TAX LOT 01900 SEE EXEMPT
 : PORTION 01900E2

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$298,571
 Mkt Structure : \$3,323,980
 Mkt Total : \$3,622,551
 %Improved : 92
 M50AssdTotal : \$3,375,144
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$60,552.50
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : 1.35
Full Baths :	UpperFinSqFt :	Lot SqFt : 58,725
Half Baths :	Finished SqFt :	Year Built : 1995
Fireplace :	AbvGrdSqFt :	Foundation :
Heat Type :	UpperTotSqFt :	Roof Type :
Floor :	UnFinUpStySqFt :	Roof Shape:
Stories :	Bsmt Fin SqFt :	Exterior Fin :
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services	:00/00/2009	009-005465	:	:Deed
:Strickland Caroline E Trste	:00/00/1978	078-051134	:	:Deed
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
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OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1511 Division St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB02800
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583327
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 121 Sgl Family,R1-2,1-Story
 Subdivision/Plat : Old Oregon Trail Summer Hm Sit
 Neighborhood Code : Oregon City Older
 Land Use : 100 Vacant,Residential Land
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AB TAX LOT 02800
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$75,328
 Mkt Structure :
 Mkt Total : \$75,328
 %Improved :
 M50AssdTotal : \$72,998
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$1,272.04
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : .18
Full Baths :	UpperFinSqFt :	Lot SqFt : 7,990
Half Baths :	Finished SqFt :	Year Built : 1900
Fireplace :	AbvGrdSqFt :	Foundation : Post Pier
Heat Type : Stove	UpperTotSqFt :	Roof Type : Composition
Floor : Fir	UnFinUpStySqFt :	Roof Shape: Gable
Stories : 1	Bsmt Fin SqFt :	Exterior Fin : Rustic
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1600 Division St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AB01201
 T: 02S R: 02E S: 32 Q: NE QQ: NW
 Parcel Number : 00583167
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 131 Sgl Family, R1-3, 1-Story
 Subdivision/Plat : Emerald Mdws D
 Neighborhood Code : Oregon City Older
 Land Use : 101 Res, Residential Land, Improved
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AB TAX LOT 01201 SEE EXEMPT
 : PORTION 01201E1

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$177,507
 Mkt Structure : \$84,930
 Mkt Total : \$262,437
 %Improved : 32
 M50AssdTotal : \$262,437
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes : \$4,447.40
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : 1.18
Full Baths :	UpperFinSqFt :	Lot SqFt : 51,388
Half Baths :	Finished SqFt :	Year Built : 1969
Fireplace :	AbvGrdSqFt :	Foundation : Concrete
Heat Type : Forced Air-Gas	UpperTotSqFt :	Roof Type : Composition
Floor : Carpet	UnFinUpStySqFt :	Roof Shape: Gable
Stories : 1	Bsmt Fin SqFt :	Exterior Fin : Bevel Siding
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

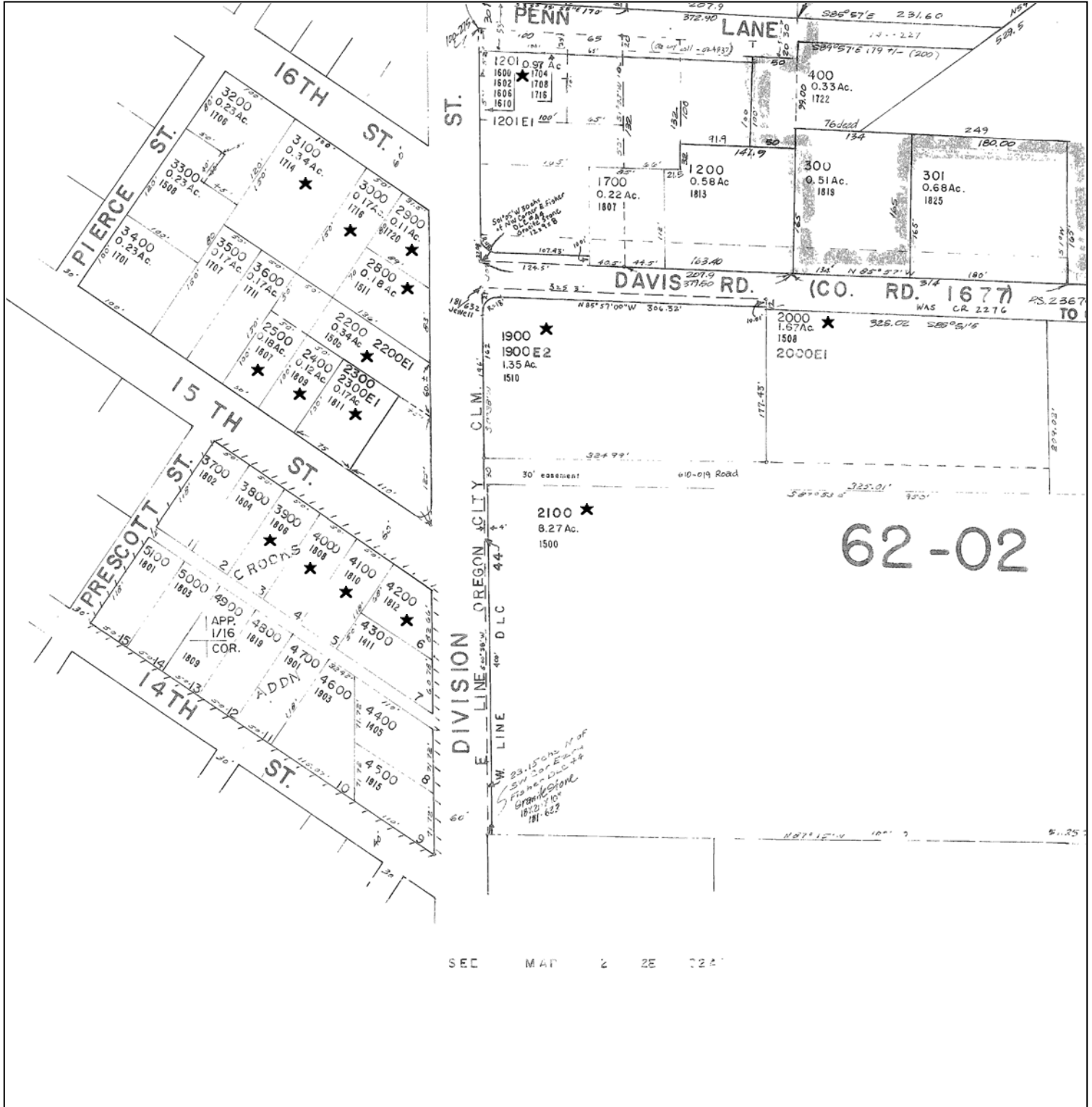
Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



WFG National Title
Customer Service Department
12909 SW 68th Pkwy # 350
Portland, OR 97223
Phone: 503.603.1700
Fax: 888.833.6840
E-mail: cs@wfgnationaltitle.com



Parcel # : 00583461 / 22E32AB04200



This map is a copy of public record and is provided solely for informational purposes. WFG National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements.

TICOR TITLE INSURANCE

WARRANTY DEED

This Space Reserved for Recorder's Use

GRANTOR: Robert G. Ramsour, Trustee

GRANTEE: Division Street Properties II, L.L.C.

Until a change is requested, all tax statements shall be sent to the following address:

Division Street Properties II, L.L.C.
1505 Division Street
Oregon City, OR 97045

Escrow No. 678889CD Title No. C678889-RH

After recording return to:
Division Street Properties II, L.L.C.
1505 Division Street
Oregon City, OR 97045

STATUTORY WARRANTY DEED

ROBERT G. RAMSOUR and JUDITH J. RAMSOUR, TRUSTEES for the ROBERT G. RAMSOUR TRUST u/d/t 4/3/91, and ROBERT G. RAMSOUR and JUDITH J. RAMSOUR, TRUSTEES for the JUDITH J. RAMSOUR TRUST u/d/t 4/3/91 as tenants in common, each with an undivided one-half interest Grantor, conveys and warrants to DIVISION STREET PROPERTIES II, L.L.C., an Oregon limited liability company Grantee, the following described real property free of encumbrances except as specifically set forth herein situated in Clackamas County, Oregon, to wit:

SEE 'LEGAL DESCRIPTION' ATTACHED HERETO AND BY REFERENCE MADE A PART HEREOF.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930. The said property is free from encumbrances except: Covenants, Conditions, Restrictions, Reservations, Set Back Lines, Powers of Special Districts, and Easements of Record, if any; 1998-99 taxes which are a lien due but not yet payable.

The true consideration for this conveyance is \$140,000.00** (Here comply with the requirements of ORS 93.030)

**which is paid to an accommodator as part of a 1031 deferred exchange.

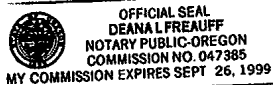
Dated this 1 day of September 19 98

Robert G. Ramsour u/d/t 4/3/91
Robert G. Ramsour, Trustee for the Robert
G. Ramsour Trust u/d/t 4/3/91 and the
Judith J. Ramsour Trust u/d/t 4/3/91

Judith J. Ramsour u/d/t 4/3/91
Judith J. Ramsour, Trustee for the Robert
G. Ramsour Trust u/d/t 4/3/91 and the
Judith J. Ramsour Trust u/d/t 4/3/91

State of Oregon, County of Multnomah
The foregoing instrument was acknowledged before me this 1 day of September, 19 98 by
Robert G. Ramsour, Trustee and Judith J. Ramsour, Trustee on behalf of said trusts.

Deana L. Freau
Notary Public for Oregon
My commission expires: 9/26/99



98-083584

EXHIBIT 'A'

LEGAL DESCRIPTION

That portion of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning 100 feet Easterly at right angles from a point which is 200 feet Southerly at right angles from a point on a Southerly line of 16th Street, which is 1220 feet Easterly from the Northeast corner of Block 173, Oregon City, Oregon; thence running Southerly at right angles from said Easterly line 100 feet; thence Westerly at right angles 50 feet; thence Northerly at right angles 100 feet; thence Easterly at right angles 50 feet to the place of beginning.

2

STATE OF OREGON 98-083584
CLACKAMAS COUNTY
Received and placed in the public
records of Clackamas County
RECEIPT# AND FEE: 78248 \$48.00
DATE AND TIME: 09/08/98 10:13 AM
JOHN KAUFFMAN, COUNTY CLERK

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records
Sherry Hall, County Clerk

2012-003000

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR
\$25.00 \$16.00 \$10.00 \$16.00

\$67.00

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**

Same as above.

First American Title Accommodation
Recording Assumes No Liability

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

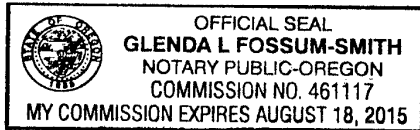
GRANTOR:

WILLAMETTE FALLS HOSPITAL
an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CFO

STATE OF OREGON)
County of Multnomah) ss.

Personally appeared before me this 6th day of January, 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CFO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher Donation Land Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at a granite stone 18 inches by 12 inches by 10 inches marked "A" and set in the West line of the said Fisher Donation Land Claim, 23.15 chains North 0°38' East from the Southwest corner thereof, which point is the Southwest corner of a tract conveyed to George O. Jewell by Deed recorded November 2, 1925 in Book 181, page 632, Deed Records; thence South 87°53' East 950 feet to a point; thence North 0°38' East parallel with the West line of said Donation Land Claim 400 feet to a point; thence North 87°54' West 950 feet to a point on the West line of said Donation Land Claim; thence South 0°38' West along said West line 400 feet to the point of beginning.

EXCEPTING THEREFROM that portion thereof included in a tract described in Deed to Rivergate Development Company, an Oregon corporation recorded April 25, 1997 as Fee No. 97030876, Records of Clackamas County and described as follows:

All of that property lying West of the East line of the tract described in deed to Willamette Falls community Hospital recorded January 15, 1979, Clackamas County Deed as Fee No. 79-1768, and East of the following described West line of the parcel conveyed herein which is part of the Ezra Fisher and wife Donation Land Claim No. 44, in the Northeast 1/4 of Section 32, Township 2 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon:

Commencing at the Northeast corner of that tract of land described in deed to Mountain Park Health Care Facilities, Inc., recorded July 23, 1985, Clackamas County Recorders Deed as Fee No. 85-25376, which corner is on the South line of that tract described in deed to doctors Hospital Association, Inc., recorded December 27, 1957 in Clackamas County Book 534, page 590; thence, continuing 144.60 feet along said 220-foot radius curve right through a central angle of 37°39'28", the long chord of which bears North 43°26'56" East, 142.01 feet to a point of reverse curvature; thence 130.41 feet along the arc of a curve left, the radius of which is 180.00 feet, the central angle is 41°30'37", and the long chord bears North 41°32'22" East, 127.58 feet to the East line of said Doctors Hospital Association, Inc. tract, which is also the West line of that tract described in deed to willamette Falls Community Hospital recorded January 15, 1979, clackamas County Deed as Fee No. 79-1768; thence continuing 63.25 feet along said 180-foot radius curve left through a central angle of 20°08'03", the long chord of which bears North 10°42'02" East, 67.93 feet to a point of tangency which lies 40.00 feet Westerly of, when measured perpendicular to, the East line of said Willamette Falls Community Hospital tract; thence, parallel with an 40.00 feet from the East line of said Willamette Falls Community Hospital tract, North 00°38'00" East, 339.07 feet to the North line thereof, being on the South line of David Road and the terminus of the line described said line, including the arc length, central angles, and long chords, to be adjusted as necessary to insure that it passes through the tract corners called, and runs parallel with and immediately adjacent to the tract lines cited and the Easterly and Westerly lines of said strip to lengthen and shorten as necessary to begin and terminate on the tract lines cited.

EXCEPTING THEREFROM that portion lying within the boundaries of Trillium Park Drive.

ALSO EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded October 24, 2007 as Fee No. 2007-091355.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583265
Ref Parcel Number: 22E32AB02100
Site Address: 1500 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records
Sherry Hall, County Clerk

2012-003001

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR
\$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**

Same as above.

First American Title Accommodation
Recording Assumes No Liability

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

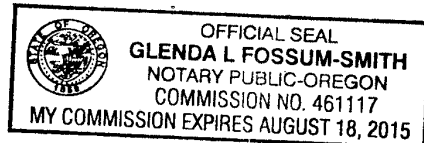
GRANTOR:

WILLAMETTE FALLS HOSPITAL
an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CFD

STATE OF OREGON)
) ss.
County of Multnomah)

Personally appeared before me this 6th day of January, 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CFD of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

A portion of the Northwest quarter of the Northeast quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, Clackamas County, Oregon, described as follows:

Beginning at the intersection of the Northerly line of 15th Street and the Westerly line of Division Street in the City of Oregon City; thence Northwesterly along the Northerly line of said 15th Street, 185 feet, more or less, to the most Westerly corner of that tract of land conveyed to L.P. Gambee, et ux, by deed recorded July 18, 1972, under Recorder's Fee No. 72-20949; thence at right angles to said roadway and along the Westerly line of said Gambee tract, 100 feet to the most Northerly corner thereof; thence at right angles to the last mentioned line, 50 feet to the most Westerly corner of that tract of land conveyed to L. Phaon Gambee, et ux, by deed recorded May 17, 1973, under Recorder's Fee No. 73-15330; thence Northeasterly along the Westerly line of the last mentioned Gambee tract, 50 feet, to the Northwesterly corner thereof; thence tracing the Northerly line of said tract, 136 feet to the West line of Division Street; thence Southerly along the Westerly line of said Division Street, 185 feet, more or less, to the place of beginning.

Excepting Therefrom that parcel contained in a Quitclaim Deed to the City of Oregon City, a municipal corporation, recorded April 11, 1963, in Book 620, Page 8.

And Further Excepting Therefrom that parcel conveyed to L.P. Gambee and Patricia I Gambee, husband and wife, by deed recorded July 18, 1972, Recorder's No. 72 20949, which said excepted parcel is described as follows:

Beginning at the Northeast corner of Block 173, Oregon City; thence Southeasterly along the Southerly line of Sixteenth Street 1220 feet; thence at right angles Southeasterly 200 feet; thence Southeasterly at right angles 100 feet to the true point of beginning; thence continuing Southeasterly 75 feet; thence at right angles Southwesterly 100 feet to Northerly side of Fifteenth Street; thence Northwesterly at right angles along Northerly side of Fifteenth Street 75 feet; thence Northeasterly at right angles 100 feet to the true point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583274

Ref Parcel Number: 22E32AB02200

Site Address: 1505 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records	2012-003002
Sherry Hall, County Clerk	01/24/2012 08:39:38 AM
D-D Cnt=1 Stn=7 BARBARASTR	\$62.00
\$20.00 \$16.00 \$10.00 \$16.00	

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

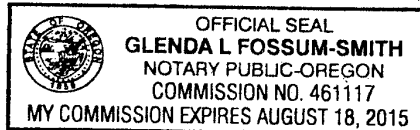
WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

By Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CFO

STATE OF OREGON)
) ss.
County of Multnomah)

Personally appeared before me this 6th day of January 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CFO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher Donation Land Claim situated in the Northeast one-quarter of Section 32, Township 2 South, Range 2 East, of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, being more particularly described as follows, to-wit:

Beginning at an iron rod in the Easterly right of way line of Division Street, which iron rod is the Northwest corner of that certain tract of land conveyed to the Doctor's Hospital Association, Inc. by Deed recorded December 27, 1957 in Deed Book 534, page 590, Deed Records, Clackamas County, Oregon. From said place of beginning; thence South 87°51'07" East along the North line of said Doctor's Hospital Association Inc. Tract, 324.99 feet to an iron pipe; thence continuing South 87°51'07" East along said Doctor's Hospital Association Inc. Tract North line 325.01 feet to an iron pipe; thence leaving said North line North 0°38' East 209.03 feet to an iron pipe in the Southerly right of way line of Davis Road; thence North 86°23' West along the Southerly right of way line of said Davis Road 325.02 feet to an iron pipe; thence leaving said Southerly right of way line of Davis Road, South 0°38' West 187.44 feet to an iron pipe; thence North 87°51'07" West 324.99 feet to an iron rod set in the Easterly right of way line of said Division Street; thence South 0°38' West along said Easterly right of way line of Division Street 30.02 feet to the place of beginning.

TOGETHER WITH an easement for underground drainage line as set forth in document recorded September 5, 1962 in book 610, page 19 being 5 feet in width lying and being 2 1/2 feet on either side of the following described center line:

Beginning at an iron rod in the Easterly right of way line of Division Street, in the Northeast 1/4 of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the Ezra Fisher donation Land Claim, which iron rod is the Northwest corner of that certain tract of land conveyed to the Drs. Hospital Association, Inc., by Deed recorded December 27, 1957 in Deed Book 534, page 590, Deed Records of Clackamas County, Oregon; running thence North 0°38' East, along said Easterly right of way line of Division Street 30.02 feet to an iron rod; thence South 87°51'07" East, 324.99 feet to the Westerly boundary of the tract above described; thence North 0°38' East, tracing said Westerly boundary, 60 feet to the point of beginning of the easement center line to be described; thence North 45° West, 22 feet to a point and terminus of said easement center line.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City for road and utility purposes by instrument recorded February 13, 2002 as Fee No. 2002-014847.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583256
Ref Parcel Number: 22E32AB02000
Site Address: 1508 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records	2012-003003
Sherry Hall, County Clerk	01/24/2012 08:39:38 AM
D-D Cnt=1 Stn=7 BARBARASTR	\$62.00
\$20.00 \$16.00 \$10.00 \$16.00	

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

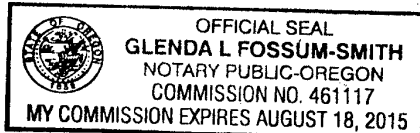
WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CFO

STATE OF OREGON)
) ss.
County of Multnomah)

Personally appeared before me this 6th day of January, 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CFO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Ezra Fisher Donation Land Claim situated in the Northeast quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at an iron rod in the Easterly right of way line of Division Street, which rod marks the Northwest corner of that 30 foot strip of land described in that deed to Graeme Strickland, et ux, recorded in Clackamas County Deed Book 610, page 19; thence South $87^{\circ}51'07''$ East along the Northerly line of said 30 foot strip 324.99 feet to an angle corner in said tract of land; thence North $0^{\circ}38'$ East along the West line of said tract 187.44 feet to the most Northerly Northwest corner of said Strickland tract and a point in the Southerly line of Davis Road; thence North $86^{\circ}23'$ West along said Southerly line 325 feet, more or less, to a point in the Easterly line of said Division Street; thence South $0^{\circ}38'$ West 196 feet, more or less, to the point of beginning.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded March 8, 2004 as Fee No. 2004-019351.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583247 & 01718136

Ref Parcel Number: 22E32AB01900 & 22E32AB1900E2

Site Address: 1510 Division St. & 1510 Division St #A, Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records
Sherry Hall, County Clerk

2012-003004

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR
\$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

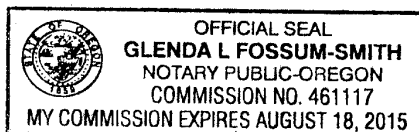
GRANTOR:

WILLAMETTE FALLS HOSPITAL
an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CFO

STATE OF OREGON)
County of Multnomah) ss.

Personally appeared before me this 6th day of January 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CFO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning in the Easterly extension of the Southerly line of 16th Street, 1280.00 feet, more or less, Easterly, along Easterly extension, from the Northeast corner of Block 173, Oregon City; thence at right angles Southerly 80.00 feet to the Southwest corner of a tract conveyed to Gerald T. Shaw, et ux, recorded October 6, 1964, in Book 647, Page 407, Deed Records, also being the most Northerly corner of that tract conveyed to William O. Moore, et ux, recorded June 9, 1964, in Book 641, Page 235, Deed Records and the true point of beginning of the tract herein to be described; thence Southeasterly along the Northerly boundary of said Moore tract 89.00 feet to the Westerly line of Division Street; thence Southerly along the Westerly line of Division Street, a distance of 83.00 feet to the Northeast corner of a tract conveyed to William B. Miller, et ux, recorded August 6, 1938, in Book 249, Page 363, Deed Records; also being the most Southerly corner of said Moore tract; thence Northwesterly along the Southerly line of said Moore tract a distance of 136.00 feet to the Southwest corner thereof; thence Northeasterly along the Northwesterly line of said Moore tract a distance of 70.00 feet to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583327

Ref Parcel Number: 22E32AB02800

Site Address: 1511 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records	2012-003006
Sherry Hall, County Clerk	01/24/2012 08:39:38 AM
D-D Cnt=1 Stn=7 BARBARASTR	\$72.00
\$30.00 \$16.00 \$10.00 \$16.00	

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Until a change is requested, all tax statements shall be sent to:

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

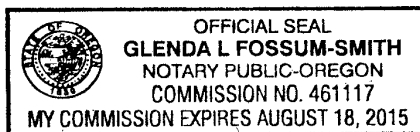
WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CEO

STATE OF OREGON)
County of Multnomah) ss.

Personally appeared before me this 6th day of January, 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CEO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

TRACT A:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point North 1°5' East 264 feet and South 85°57' East 231 feet from the Southwest corner of a tract conveyed to John Naught by deed recorded in Book "X", page 397, Deed Records; thence continuing South 85°57' East 91.90 feet to the Northwest corner of a tract conveyed to Orlie M. Hemphill, et ux, by deed recorded in Book 321, page 51, Deed Records; thence South 1°00' West 120 feet; thence North 85°57' West 91.90 feet; thence North 1°00' East 120 feet to the true point of beginning.

EXCEPTING THEREFROM the North 20 feet, being situated in Penn Lane.

ALSO EXCEPTING THEREFROM that portion conveyed to the City of Oregon City by Deed of Dedication recorded April 25, 2011 as Instrument No. 2011-024837.

TRACT B:

A tract of land in the Northwest one-quarter of the Northeast one-quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, and being within the Ezra Fisher Donation Land Claim, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning on the West line of said Donation Land Claim at the Northwest corner of the tract of land described in a Deed to J.E. Boyer recorded in Book 100, page 275, which corner is established by said deed as being South 1°05' West 1716 feet (26 chains) from the Northwest corner of said Donation Land Claim; thence South 85°57' East along the North line of said Boyer tract 100 feet; thence South 1°05' West, parallel with said claim line, 52 feet to the Northeast corner of the tract described in Deed to Donn J. Crone recorded under Fee No. 67-002664; thence North 87°57' West along the North line of said Crone tract 100 feet to the West line of said Donation Land Claim; thence North 1°05' East along said claim line 52 feet to the point of beginning.

EXCEPTING THEREFROM that portion conveyed to the City of Oregon City by Deed of Dedication recorded April 25, 2011 as Instrument No. 2011-024837.

TRACT C:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at the Northwest corner of a tract of land described in Book 100, page 275, Deed Records of Clackamas County, Oregon, which corner is on the west line of the Ezra Fisher Donation Land Claim No. 44 at a point South 1°05' West 26 chains from the Northwest corner of said Donation Land Claim; thence South 1°05' West along the West line of said Fisher Donation Land Claim 52.0 feet to the true point of beginning; thence South 85°57' East 100 feet; thence South 1°05' West 50.00 feet; thence North 85°57' West 100 feet to the West line of said Fisher Donation Land Claim; thence North, tracing the West line of

said Fisher Donation Land Claim, 50.0 feet to the point of beginning.

EXCEPTING THEREFROM that portion conveyed to the City of Oregon City by Deed of Dedication recorded April 25, 2011 as Instrument No. 2011-024837

TRACT D:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point 112.00 feet North 1°5' East from the Southwesterly corner of a tract of land deeded to J.E. Boyer by deed recorded September 30, 1907 in Book 100, page 275, Clackamas County Deed Records; thence in a Northerly direction along the Westerly line of said tract a distance of 50.00 feet; thence South 85°57' East 165.00 feet to the Easterly line of said tract; thence South 1°5' West along the Easterly line of said tract a distance of 50.00 feet; thence North 85°57' West 165.00 feet to the point of beginning.

TRACT E:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point that is South 1°05' West 30 chains from the Northwest corner of the Ezra Fisher Donation Land Claim; thence South 85°57' East 124.5 feet; thence North 1°05' East 112 feet; thence North 85°57' West 124.5 feet to the Donation Land Claim line; thence South 1°05' West 112 feet to the point of beginning.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded March 8, 2004 as Fee No. 2004-019351.

TRACT F:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning on the West line of said Donation Land Claim at the Northeast corner of the tract of land described in Deed to J.E. Boyer recorded in Book 100, page 275, Clackamas County Deed Records, which corner is established by said Deed as being South 1°05' West 1716 feet (26 chains) from the Northwest corner of said Donation Land Claim; thence South 85°57' East along the North line of said Boyer tract 100 feet to the true point of beginning; thence South 1°05' West, parallel with said claim line, 102 feet to the Southeast corner of the tract described in Deed to Donn J. Crone recorded under Fee No. 67-002664; thence South 85°57' East, parallel with the North line of said Boyer tract, 65 feet to a point on the East line thereof; thence North 1°05' East along the said East line 102 feet to the Northeast corner thereof; thence North 85°57' West 65 feet to the true point of beginning.

TRACT G:

Part of the Ezra Fisher Donation Land Claim situated in Section 32, Township 2 South, Range 2 East of

the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at the Northwest corner of that certain tract of land conveyed to August Schunk and Minnie Schunk by deed recorded July 20, 1920 in Book 159, page 315, Deed Records of Clackamas County, Oregon; thence South 1° West along the West line of the tract described in said deed 152 feet, more or less, to the Northwest corner of that tract of land conveyed to A.O. Alldrege and wife by deed recorded in Book 107, page 126, Deed Records of Clackamas County, Oregon; thence South 85°57' East 66 feet; thence North 1° East 152 feet, more or less, to the North line of the said Schunk tract; thence North 85°57' West along the North line of said Schunk tract to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 0583167

Ref Parcel Number: 22E32AB01201

Site Address: 1600 Division St., Oregon City 97045

First American Title Accommodation
Recording Assumes No Liability

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records
Sherry Hall, County Clerk

2012-003007

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR
\$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

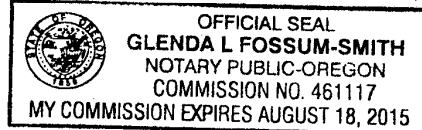
GRANTOR:

WILLAMETTE FALLS HOSPITAL
an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CEO

STATE OF OREGON)
County of Multnomah) ss.

Personally appeared before me this 6th day of January, 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CEO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

That portion of the Northwest one-quarter of the Northeast one-quarter of Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at the Northeast corner of Block 173, Oregon City; thence Southeasterly along the Southerly line of Sixteenth Street 1220 feet; thence at right angles Southeasterly 200 feet; thence Southeasterly at right angles 100 feet to the true point of beginning; thence continuing Southeasterly 75 feet; thence at right angles Southwesterly 100 feet to Northerly side of Fifteenth Street; thence Northwesterly at right angles along Northerly side of Fifteenth Street 75 feet; thence Northeasterly at right angles 100 feet to the true point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583309

Ref Parcel Number: 22E32AB02500

Site Address: 1807 15th St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records
Sherry Hall, County Clerk

2012-003009

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR
\$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

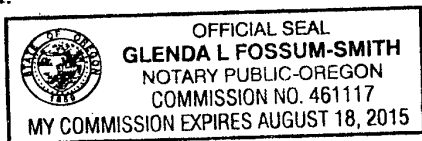
GRANTOR:

WILLAMETTE FALLS HOSPITAL
an Oregon nonprofit corporation

By Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CFD

STATE OF OREGON)
County of Multnomah) ss.

Personally appeared before me this 6th day of January 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CFD of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at a point which is 150.00 feet Southerly at right angles from a point on the Southerly line of 16th Street, which is 1220.00 feet Easterly from the Northeast corner of Block 173, in Oregon City; thence running Southerly on said Southerly right angle line 50.00 feet; thence Easterly at right angles 50.00 feet; thence Northerly at right angles 50.00 feet; thence Westerly at right angles 50.00 feet to the place of beginning.

Also: Commencing at the most Easterly corner of Block 173 in Oregon City; thence running Easterly along the Southerly line of 16th Street, 1220 feet; thence Southerly at right angles 200 feet to the true point of beginning; thence continuing Southerly on the said right angle line 100 feet; thence Easterly at right angles 50 feet; thence Northerly at right angles 100 feet; thence Westerly at right angles 50 feet to the place of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583283

Ref Parcel Number: 22E32AB02300

Site Address: 1811 15th St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records	2012-003010
Sherry Hall, County Clerk	01/24/2012 08:39:38 AM
D-D Cnt=1 Stn=7 BARBARASTR	\$62.00
\$20.00 \$16.00 \$10.00 \$16.00	

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**
Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

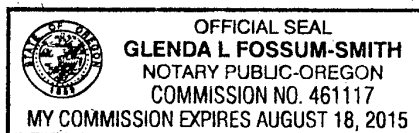
GRANTOR:

WILLAMETTE FALLS HOSPITAL
an Oregon nonprofit corporation

By Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CFO

STATE OF OREGON)
) ss.
County of Multnomah)

Personally appeared before me this 6th day of January 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CFO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at a point on the Southerly line of 16th Street, produced, which is 1120 feet Easterly from the Northeast corner of Block 173, OREGON CITY, according to the maps and plats thereof on file in the office of the County Recorder of said County and State; thence running Southerly, at right angles to said 16th Street 150 feet; thence Easterly, at right angles, 100 feet; thence Northerly, at right angles, 150 feet to the 16th Street, produced; thence Westerly, along said 16th Street, 100 feet to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583354

Ref Parcel Number: 22E32AB03100

Site Address: 1714 16th St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records
Sherry Hall, County Clerk

2012-003012

01/24/2012 08:39:38 AM

D-D Cnt=1 Stn=7 BARBARASTR
\$20.00 \$16.00 \$10.00 \$16.00

\$62.00

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**

Same as above.

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

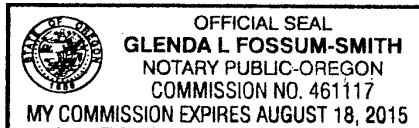
GRANTOR:

WILLAMETTE FALLS HOSPITAL
an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CEO

STATE OF OREGON)
County of Multnomah) ss.

Personally appeared before me this 6th day of January 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CEO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning on the Easterly extension of the southerly line of 16th Street in Oregon City, 1260 feet Easterly from the most Easterly corner of Block 173, OREGON CITY; thence Southerly, at right angles to 16th Street, 80 feet; thence Easterly, at right angles to the last line, 89 feet to the Westerly line of Division Street; thence Northerly, on said Westerly line, 97 feet to the intersection with the Southerly line of said 16th Street extended Easterly; thence Westerly, along said Southerly line, 31.5 feet to the point of beginning.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583336

Ref Parcel Number: 22E32AB02900

Site Address: 1720 16th., Oregon City 97045

First American Title Accommodation
Recording Assumes No Liability

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**

Same as above.

Clackamas County Official Records	2012-003015
Sherry Hall, County Clerk	01/24/2012 08:39:38 AM
D-D Cnt=1 Stn=7 BARBARASTR	\$62.00
\$20.00 \$16.00 \$10.00 \$16.00	

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

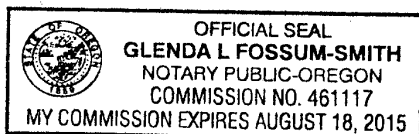
GRANTOR:

WILLAMETTE FALLS HOSPITAL
an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CFO

STATE OF OREGON)
County of Multnomah) ss.

Personally appeared before me this 6th day of January, 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CFO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Lots 3, 4, 5, 6, 8 and 10, CROOKS ADDITION TO THE CITY OF OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon.

Parcel Number: 00583434, 00583443, 00583452, 00583461, 00583487 & 00583504

Ref Parcel Number 22E32AB03900, 22E32AB04000, 22E32AB04100, 22E32AB04200, 22E32AB04400 & 22E32AB04600

Site Address: 1806 15th St., 1808 15th St., 1810 15th St., 1812 15th St., 1405 Division St. & 1903 14th St., Oregon City 97045



After recording return and send tax
statements to:
Providence Health & Services -
Oregon
4400 NE Halsey, Bldg 2, Suite 190
Portland , OR 97213

File No.: NCS-728088-OR1 (RR)
Date: May 11, 2015

Clackamas County Official Records
Sherry Hall, County Clerk

2015-028371

05/15/2015 08:58:25 AM

D-D Cnt=1 Stn=8 CINDY
\$10.00 \$16.00 \$10.00 \$22.00

\$58.00

STATUTORY WARRANTY DEED

Andre P. Wright, as an Individual, Grantor, conveys and warrants to **Providence Health & Services - Oregon, an Oregon non-profit corporation**, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

PART OF THE OREGON CITY CLAIM IN SECTION 32, TOWNSHIP 2 SOUTH, RANGE 2 EAST, OF THE WILLAMETTE MERIDIAN, IN THE CITY OF OREGON CITY, COUNTY OF CLACKAMAS AND STATE OF OREGON, DESCRIBED AS:

BEGINNING IN THE EXTENSION OF THE SOUTHERLY LINE OF 16TH STREET OF OREGON CITY, 1280 FEET EASTERLY FROM THE NORTHEAST CORNER OF BLOCK 173 IN SAID CITY; THENCE AT RIGHT ANGLES SOUTHERLY 150 FEET; THENCE AT RIGHT ANGLES WESTERLY 50 FEET; THENCE NORTHERLY AT RIGHT ANGLES 150 FEET TO THE SOUTHERLY LINE OF 16TH STREET; THENCE EASTERLY AT RIGHT ANGLES 50 FEET TO THE PLACE OF BEGINNING, BEING THE WEST 50 FEET OF THAT TRACT OF LAND DESCRIBED IN A CERTAIN DEED FROM JOHN W. LODER, ET UX, RECORDED IN BOOK 150, PAGE 0567, DEED RECORDS.

THE LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 01, 2008.

Subject to: Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **\$255,000.00**. (Here comply with requirements of ORS 93.030)

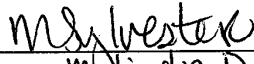
BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

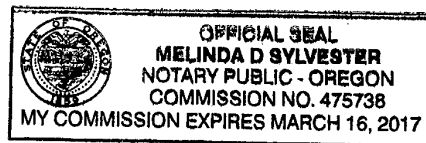
Dated this 12 day of May, 2015.


Andre P. Wright

STATE OF Oregon)
County of Multnomah)ss.
)

This instrument was acknowledged before me on this 12th day of May, 2015 by Andre P. Wright


Name: Melinda D Sylvester
Notary Public for Oregon
My commission expires: 3-16-2017





Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : *no Site Address*
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AC00101
 T: 02S R: 02E S: 32 Q: NE QQ: SW
 Parcel Number : 00583577
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : *unknown Improvement Code*
 Subdivision/Plat : Brooks Add
 Neighborhood Code : Area 03 Commercial Oregon City
 Land Use : 200 Vacant, Commercial Land
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AC TAX LOT 00101
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$99,546
 Mkt Structure :
 Mkt Total : \$99,546
 %Improved :
 M50AssdTotal : \$94,891
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes :
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : .88
Full Baths :	UpperFinSqFt :	Lot SqFt : 38,410
Half Baths :	Finished SqFt :	Year Built :
Fireplace :	AbvGrdSqFt :	Foundation :
Heat Type :	UpperTotSqFt :	Roof Type :
Floor :	UnFinUpStySqFt :	Roof Shape:
Stories :	Bsmt Fin SqFt :	Exterior Fin :
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Trillium Pk Est Hmwnr Assn
 CoOwner :
 Site Address : *no Site Address*
 Mail Address : PO Box 464 Oregon City Or 97045

Ref Parcel Number : 22E32AC07200
 T: 02S R: 02E S: 32 Q: NE QQ: SW
 Parcel Number : 01833378
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : *unknown Improvement Code*
 Subdivision/Plat : Trillium Park 03
 Neighborhood Code : Oregon City Newer Subdivisions
 Land Use : 100 Vacant, Residential Land
 Legal : 3458 TRILLIUM PARK #3 TR F OPEN
 : SPACE COMMON AREA
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land :
 Mkt Structure :
 Mkt Total :
 %Improved :
 M50AssdTotal :
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes :
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : .08
Full Baths :	UpperFinSqFt :	Lot SqFt : 3,537
Half Baths :	Finished SqFt :	Year Built :
Fireplace :	AbvGrdSqFt :	Foundation :
Heat Type :	UpperTotSqFt :	Roof Type :
Floor :	UnFinUpStySqFt :	Roof Shape:
Stories :	Bsmt Fin SqFt :	Exterior Fin :
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

Owner(s)	Date	Doc #	Price	Deed
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



Prepared For:

Prepared By: **Heather Listy** Prepared Date: 9/10/2015
 WFG National Title - Customer Service Department
 12909 SW 68th Pkwy # 350 Portland, OR 97223
 Phone: 503.603.1700 Fax: 888.833.6840
 E-mail: cs@wfgnationaltitle.com

OWNERSHIP INFORMATION

Owner : Providence Health & Services - Or
 CoOwner :
 Site Address : 1404 Division St Oregon City 97045
 Mail Address : 4400 NE Halsey St #2 Portland Or 97213

Ref Parcel Number : 22E32AC00201
 T: 02S R: 02E S: 32 Q: NE QQ: SW
 Parcel Number : 01324258
 County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
 Census Tract : 224.00 Block: 1
 Improvement Type : 470 Medical Buildings
 Subdivision/Plat :
 Neighborhood Code : Area 03 Commercial Oregon City
 Land Use : 201 Com,Commercial Land,Improved
 Legal : SECTION 32 TOWNSHIP 2S RANGE 2E
 : QUARTER AC TAX LOT 00201
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$353,978
 Mkt Structure : \$4,842,410
 Mkt Total : \$5,196,388
 %Improved : 93
 M50AssdTotal : \$4,947,249
 Mill Rate : 18.1800
 Levy Code : 062002
 14-15 Taxes :
 Millage Rate : 18.1800

PROPERTY CHARACTERISTICS

Bedrooms :	BldgLivingSqFt :	BldgSqFt :
Bathrooms :	1st Floor SqFt :	Lot Acres : 1.16
Full Baths :	UpperFinSqFt :	Lot SqFt : 50,688
Half Baths :	Finished SqFt :	Year Built : 1975
Fireplace :	AbvGrdSqFt :	Foundation :
Heat Type :	UpperTotSqFt :	Roof Type :
Floor :	UnFinUpStySqFt :	Roof Shape:
Stories :	Bsmt Fin SqFt :	Exterior Fin :
Garage SF :	Bsmt Unfin SqFt :	
	Bsmt Total SqFt :	

TRANSFER INFORMATION

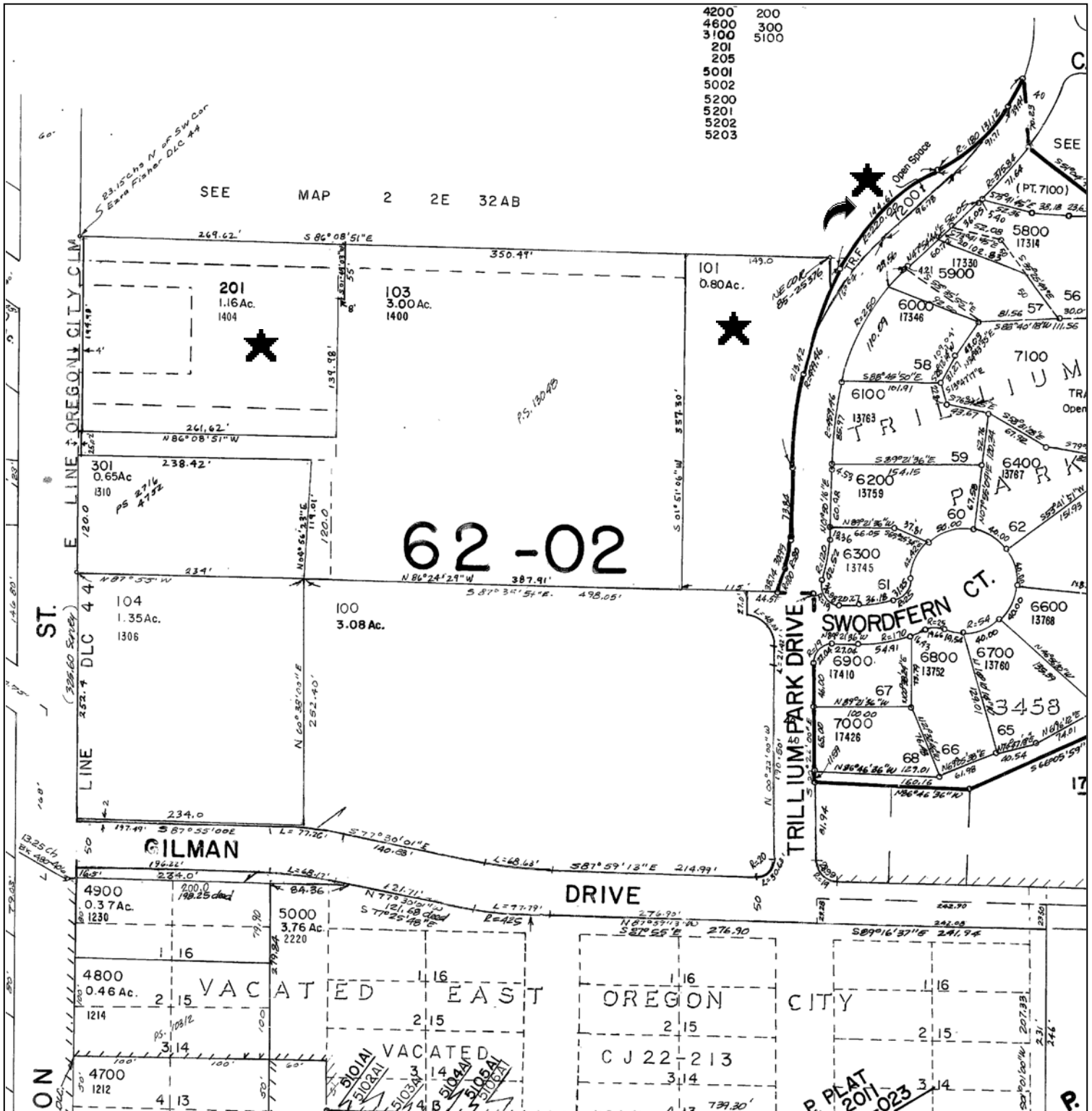
Owner(s)	Date	Doc #	Price	Deed
:Providence Health & Services :	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:



WFG National Title
Customer Service Department
12909 SW 68th Pkwy # 350
Portland, OR 97223
Phone: 503.603.1700
Fax: 888.833.6840
E-mail: cs@wfgnationaltitle.com



Parcel # : 01324258 / 22E32AC00201



This map is a copy of public record and is provided solely for informational purposes. WFG National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements.

NK NA

BARGAIN AND SALE DEED

KNOW ALL MEN BY THESE PRESENTS, That Rivergate Development Company, an Oregon corporation, hereinafter called grantor, for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto Trillium Park Estates Homeowner's Association, Inc., an Oregon corporation, hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of Clackamas, State of Oregon, described as follows, to-wit:

Tract "B" being an open space tract shown on the The Trillium Park plat #3458 as Lot 7100 and consisting of approximately 1.33 acres.

Tract "B" being an open space tract shown on The Trillium Park plat #3239 as Lot 134 and consisting of approximately 1/10th of an acre.

Tract "F" being an open space tract shown on The Trillium Park No. 3 plat #3458 as Lot 7200 and consisting of approximately .077 of an acre.

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is \$ none

However, the actual consideration consists of or includes other property or value given or promised which is the whole consideration (indicate which). (The sentence between the symbols ©, if not applicable, should be deleted. See ORS 93.030.)

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

In Witness Whereof, the grantor has executed this instrument this 16th day of November, 1998; if a corporate grantor, it has caused its name to be signed and its seal affixed by an officer or other person duly authorized to do so by order of its board of directors.

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.

RIVERGATE DEVELOPMENT COMPANY

By: James H. Bean
President

STATE OF OREGON, County of Multnomah) ss.

This instrument was acknowledged before me on November 16, 1998,

by James H. Bean, November 16, 1998,

as President,

of Rivergate Development Company.

Linda R. Clanton

Notary Public for Oregon

My commission expires 04-09-99



OFFICIAL SEAL
LINDA R. CLANTON
NOTARY PUBLIC - OREGON
COMMISSION NO. 042881
MY COMMISSION EXPIRES APR. 09, 1999

Rivergate Development Company

13803 Canyon Court

Oregon City, OR 97045

Grantor's Name and Address

Trillium Park Estates HOA, Inc.

13803 Canyon Court

Oregon City, OR 97045

Grantee's Name and Address

After recording return to (Name, Address, Zip):

James H. Bean

13803 Canyon Court

Oregon City, OR 97045

Until requested otherwise send all tax statements to (Name, Address, Zip):

Trillium Park Estates HOA, Inc.

13803 Canyon Court

Oregon City, OR 97045

STATE OF OREGON,

County of _____ ss.

I certify that the within instrument was received for record on the _____ day of _____, 19____,

at _____ o'clock.
in book/reel/volum: 98-119898
page _____ of as 100/110/1100-
ment/microfilm/reception No. _____,

SPACE RESERVED
FOR
RECORDER'S USE

STATE OF OREGON 98-119898
CLACKAMAS COUNTY

Received and placed in the public records of Clackamas County

RECEIPT# AND FEE: 84468 \$35.00

DATE AND TIME: 12/16/98 01:19 PM

JOHN KAUFFMAN, COUNTY CLERK

Clackamas County Official Records
Sherry Hall, County Clerk

2012-002879

01/23/2012 02:37:59 PM

D-D Cnt=1 Stn=6 KARLYNWUN
\$20.00 \$16.00 \$10.00 \$16.00

\$62.00

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**

Same as above.

First American Title Accommodation
Recording Assumes No Liability

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES - OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

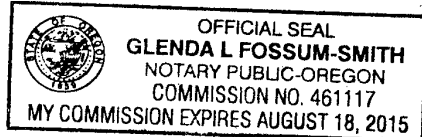
WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CFO

STATE OF OREGON)
) ss.
County of Multnomah)

Personally appeared before me this 6th day of January, 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CFO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

A tract of land in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, being a portion of the Ezra Fisher Donation Land Claim No. 44, more particularly described as follows:

Commencing at the 5/8 inch diameter iron rod on the West line of said claim that is North 01°49'03" East a distance of 1538.75 feet, more or less, from the Southwest corner of said claim, said iron rod also coincident with the East right-of-way of Division Street and marking the Southwest corner of that tract conveyed by deed to Doctors Hospital Association, recorded December 27, 1957 as Book 534, page 590, Clackamas County Records, and the true point of beginning; thence coincident with the South boundary of said Doctors Hospital Association tract South 86°08'51" East a distance of 269.62 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner Ross & Sporseen"; thence South 01°49'03" West a distance of 55.00 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen"; thence North 86°08'51" West a distance of 8.00 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen"; thence South 01°49'03" East a distance of 139.98 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen"; thence North 86°08'51" West a distance of 261.62 feet to a 5/8 inch diameter iron rod with a yellow plastic cap engraved "Haner, Ross & Sporseen" on the line that is the West line of Claim No. 44 and the East right-of-way of Division Street; thence North 01°49'03" East a distance of 194.98 feet along the line that is the West line of Claim No. 44 and the East right-of-way of Division Street to an iron rod, said iron rod being the true point of beginning.

EXCEPTING THEREFROM that portion dedicated to the City of Oregon City by Deed of Dedication recorded October 24, 2007 as Fee No. 2007-091354.

The legal description was created prior to January 01, 2008.

Parcel Number: 01324258
Ref Parcel Number 22E32AC00201
Site Address: 1404 Division St., Oregon City 97045

Grantor's name and address:

Willamette Falls Hospital
c/o Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Grantee's name and address:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

Clackamas County Official Records	2012-003011
Sherry Hall, County Clerk	01/24/2012 08:39:38 AM
D-D Cnt=1 Stn=7 BARBARASTR	\$62.00
\$20.00 \$16.00 \$10.00 \$16.00	

After recording return to:

Providence Health & Services - Oregon
Providence Real Estate/Property Management
Providence Office Park Building 1, Suite 160
4400 NE Halsey Street
Portland, OR 97213

**Until a change is requested, all tax
statements shall be sent to:**
Same as above.

First American Title Accommodation
Recording Assumes No Liability

QUIT CLAIM DEED FOR MERGER

WILLAMETTE FALLS HOSPITAL, an Oregon nonprofit corporation ("Grantor"), hereby releases and quitclaims to PROVIDENCE HEALTH & SERVICES – OREGON, an Oregon nonprofit corporation, doing business as Providence Willamette Falls Medical Center ("Grantee"), the successor by merger to Grantor, Grantor's entire right, title, and interest in the real property and all improvements thereon in Clackamas County, Oregon, legally described in Exhibit A attached hereto and incorporated herein (the "Property").

The purpose of this deed is to document the correct fee title holder of the Property in the real property public records, resulting from the merger of Grantor into Grantee effective as of December 31, 2011.

The true and actual consideration for this transaction, stated in terms of dollars, is \$1, and other good and valuable consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

DATED: Effective as of the date first written above.

GRANTOR:

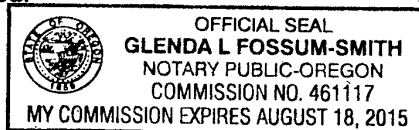
WILLAMETTE FALLS HOSPITAL

an Oregon nonprofit corporation

By: Shelly M. Handkins
Printed Name: Shelly M. Handkins
Title: CEO

STATE OF OREGON)
) ss.
County of Multnomah)

Personally appeared before me this 6th day of January, 2012, Shelly Handkins who, being duly sworn, did say that he/she is the CEO of **Willamette Falls Hospital**, an Oregon nonprofit corporation, that the foregoing instrument was signed on behalf of said company, and that he/she acknowledged said instrument to be his/her voluntary act and deed.



Glenda L. Fossum-Smith
NOTARY PUBLIC FOR Oregon

Exhibit A

Legal Description of the Property

[See attached.]

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

A tract of land in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, being a portion of the Ezra Fisher Donation Land Claim No. 44, described as follows:

Beginning at a granite stone, 18" x 12" x 10" marked "A", in the West line of said Claim, North 0°38' East 23.15 chains, more or less, from the Southwest corner of said Claim, said stone marks the Southwest corner of that tract conveyed to Doctors Hospital Association, Inc., recorded December 27, 1957 in Book 534, page 590, Deed Records; thence South 0°38' West along said claim line 340.00 feet to the Northwest corner of that tract of land conveyed to Mountain View Health Care Facilities, Inc., recorded December 6, 1974 as Fee No. 74-34104, Film Records; thence South 87°37' East 620 feet to the Southeast corner of that tract of land conveyed to Virgil E. Cumbo, et al, recorded May 17, 1974 as Fee No. 74-13171, Film Records and the true point of beginning of the tract herein to be described; thence North 0°38' East along the East line of said Cumbo tract 340.00 feet to the Southerly line of said Doctors Hospital Association, Inc., tract; thence South 87°37' East along the Southerly line of said Doctors Hospital tract 149.00 feet, more or less, to the Northeast corner of that tract of land conveyed to Mountain View Health Care Facilities, Inc., recorded May 15, 1973 as Fee No. 73-15022, Film Records; thence South along the Easterly boundary thereof 340 feet (345.00 feet by Deed) to the most Easterly Southeast corner thereof; thence North 87°37' West along said tract 34.00 feet to the Northeast corner of that tract conveyed to Hilltop Investors L.P., a Washington Limited Partnership by Deed recorded October 31, 1994, as Fee No. 94-86166, Clackamas County Records; thence North 87°35'51" West along the North line thereof 115 feet to the true point of beginning.

EXCEPTING THEREFROM that portion platted as TRILLIUM PARK III, being that portion lying Easterly of the Westerly boundary of Trillium Park Drive.

The legal description was created prior to January 01, 2008.

Parcel Number: 00583577
Ref Parcel Number 22E32AC00101
Site Address: No Site Address

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

October 19, 2015

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION IMPACT ANALYSIS – PROVIDENCE
WILLAMETTE FALLS MEDICAL CENTER – CP15-02 & ZC15-04**

Dear Ms. Terway:

In response to your request, I have reviewed the materials submitted in support of the proposed comprehensive plan amendment and zone change associated with the revision of the master plan for the Providence Willamette Falls Medical Center. The relevant materials included the project narrative and the Transportation Impact Analysis (TIA). The TIA is dated July 23, 2015 and was prepared under the direction of Julia Kuhn, PE of Kittelson & Associates, Inc.

The proposed comprehensive plan amendment and zone change involves two parcels on the south side of 16th Street west of Division Street. The parcels are currently occupied by single-family residences. The comprehensive plan amendment and zone change would involve changing them to Mixed Use Employment (MUE). The likely development scenario would be for the property being rezoned to serve as parking facilities for the nearby medical facilities. The worst case analysis for the zone change assumed the site would be developed as a 6,000 square foot medical office building. A specific development is not proposed at this time.

The TIA provides a basis upon which the zone change can be evaluated for transportation impacts.

Comments

- 1. Study Area.** The study addresses the appropriate intersection. The engineer evaluated traffic patterns and traffic volumes and evaluated one location: 15th Street and Division Street. The study area is appropriate.
- 2. Traffic Counts.** The traffic counts were conducted in June 2015 at the intersection of 15th Street and Division Street. Traffic counts were conducted during the AM and PM peak periods. The base year traffic volumes appear reasonable.
- 3. Trip Generation.** The TIA presents information on trip generation from the construction of a 6,000 square foot medical office building in comparison to residential use of the site. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual*. A medical office building is predicted to produce 14 AM peak hour trips; 21 PM peak hour trips; and 216 total weekday trips.

- 4. Trip Distribution.** The engineer's trip distribution shows 37 percent of the traffic going to and from the west on 16th Street; 33 percent to and from the north on Division Street; and 30 percent to and from the south on Division Street. The trip distribution seems reasonable.
- 5. Traffic Growth.** To account for background traffic growth, the traffic counts were adjusted by 0.5 percent per year through 2035 plus the increase in traffic from the build-out of the medical center as identified in the adopted master plan. The traffic growth assumptions and methodology appear reasonable.
- 6. Analysis.** Traffic volumes were calculated for the intersection of 15th Street and Division Street. The level of service (LOS) and delay calculations were provided to assess operations relative to the city's operational standard. The analysis was undertaken for the AM and PM peak hours and included year 2015 existing conditions and 2035 total traffic conditions.

According to the engineer, the intersection of 15th Street and Division Street is predicted to operate at LOS "A" during the AM peak hour and the PM peak hour under both existing conditions and year 2035 conditions. The performance of this intersection is predicted to meet city standards during the peak hours.

The engineer concluded no mitigation measures were necessary. I concur with her conclusions.

- 7. Turn Lanes at Site Entrance(s).** The TIA did not address operations as site entrances since there is not a current development proposal. Site access should be reviewed in connection with a specific development plan.
- 8. Crash Information.** Because this proposal was not based on a specific development proposal, the TIA did not provide crash information. Crash information should be reviewed in a subsequent development proposal.
- 9. Pedestrian and Bicycle Facilities.** The TIA summarizes the presence of bicycle, pedestrian and transit facilities in the vicinity. In connection with a specific development proposal the site frontage should be reviewed for appropriate features.
- 10. Site Plan and Access.** The proposal does not address site access. Site access should be addressed with a specific development plan.
- 11. Intersection Spacing.** No new intersections are created by this proposal. The issue need not be addressed.
- 12. Sight Distance.** The proposal does not involve a specific development. Sight distance at the access points should be reviewed in connection with a specific development proposal.

13. Consistency with the Transportation System Plan (TSP). Frontage improvements should be reviewed in connection with a specific development proposal.

14. Transportation Planning Rule (TPR) Analysis. Because the applicant is proposing to rezone the property from residential to MUE, a TPR analysis is also included. The engineer provided an analysis of the trip generation under the proposed zoning and concluded the impact was negligible. During the AM peak hour, a medical office building would generate 12 additional trips due to the proposed rezoning. During the PM peak hour, a medical office building would generate 18 additional trips due to the proposed rezoning. The engineer states that the proposal does not change the functional classification of any existing or planned transportation facility; does not alter the standards for implementing the functional classification system; and does not alter the level of travel or degrade the performance of the transportation system such that it would not meet applicable performance standards. I concur.

15. Conclusions and Recommendations. The engineer concludes that traffic operations would be adequate at the analyzed intersection. She concludes no mitigation is needed for traffic operations. I concur with the conclusions of the applicant's engineer.

Conclusion and Recommendations

I find that the TIA provides an adequate basis upon which to assess the impacts of the proposed rezoning. The impact of the rezoning is minor and the proposal does not have a significant impact as described in the Transportation Planning Rule. When a specific development proposal is presented, a few items not dealt with in this analysis will need to be addressed in a supplement or a new TIA.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

From: [Wes Rogers](#)
To: [Laura Terway](#)
Subject: RE: Land Use Review: ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan & CP 15-02: Master Plan Amendment
Date: Monday, September 14, 2015 11:37:05 AM

no direct issues here.
.wes

Wes Rogers, Director of Operations
Oregon City School District
PO Box 2110
Oregon City, OR 97045
503-785-8423
wes.rogers@orecity.k12.or.us

From: Laura Terway [lterway@ci.oregon-city.or.us]
Sent: Monday, September 14, 2015 11:33 AM
Subject: Land Use Review: ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan & CP 15-02: Master Plan Amendment

Good Morning,

Please review the proposed development posted [here](#) and provide your comments by **October 9th**.

COMMENTS DUE BY:	3:30 PM, October 9, 2015
HEARING DATE:	November 9, 2015
HEARING BODY:	___ Staff Review; <u>XX</u> PC; ___ CC
FILE # & TYPE:	ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan & CP 15-02: Master Plan Amendment
PLANNER:	Laura Terway, AICP, Planner (503) 496-1553
APPLICANT:	Providence Willamette Falls Medical Center, Russell Reinhard
REPRESENTATIVE:	Harper Houf Peterson Righellis Inc., Stefanie Slyman, AICP
REQUEST:	Providence Willamette Falls Medical Center (PWF) is seeking amend a previously approved Master Plan and change the Oregon City Comprehensive Plan and Zoning Map for two properties from Low Density Residential/"R-6" Single-family Dwelling District to Mixed Use Employment/"MUE" Mixed Use Employment District.
LOCATION:	1500 Division Street, Oregon City, Oregon 97045, Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200
PA RERERANCE:	PA 15-03, 5/13/2015

Laura Terway, AICP
Planner
Planning Division
City of Oregon City
PO Box 3040
221 Molalla Avenue, Suite 200



Oregon City, Oregon 97045
Direct - 503.496.1553
Planning Division - 503.722.3789
Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: [Facebook!](#) | [Twitter](#)

Think **GREEN** before you print.

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday.

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: [Alex Bursheim](#)
To: [Stefanie Slyman](#); [Laura Terway](#); [Josh Kolberg](#)
Subject: Re: Providence Willamette Falls Zone Change
Date: Wednesday, October 21, 2015 12:22:53 PM

Thank you for letting us know.

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

From: Stefanie Slyman <stefanies@hhpr.com>
Sent: Wednesday, October 21, 2015 11:14 AM
To: Laura Terway; Josh Kolberg
Cc: Alex Bursheim
Subject: RE: Providence Willamette Falls Zone Change

Hi Laura – Josh and I are not directly involved with responding to this tenant concern, but I do know that Providence is working on getting the tenant the information they need.

Thanks –

Stefanie



Stefanie Slyman, AICP | Senior Planner | Public Involvement Lead

HARPER HOUF PETERSON RIGHELLIS INC.
ENGINEERS :: PLANNERS :: LANDSCAPE ARCHITECTS :: SURVEYORS
205 SE Spokane Street, Suite 200 | Portland, Oregon | 97202
p: (503) 221-1131 | f: (503) 221-1171 | stefanies@hhpr.com
HHPR.com

From: Laura Terway [mailto:lterway@ci.oregon-city.or.us]
Sent: Wednesday, October 21, 2015 11:10 AM
To: Josh Kolberg <josh@pkaarchitects.com>; Stefanie Slyman <stefanies@hhpr.com>
Cc: Alex Bursheim <AlexB@cccchs.org>
Subject: RE: Providence Willamette Falls Zone Change

Josh and Stefanie,
I spoke with Alex a minute ago and she has not yet heard from you or the hospital. I have copied her on this email so you may contact her directly. Thank you



Laura Terway, AICP

Planner

Planning Division

City of Oregon City

PO Box 3040

221 Molalla Avenue, Suite 200

Oregon City, Oregon 97045

Direct - 503.496.1553

Planning Division - 503.722.3789

Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: [Facebook!](#) | [Twitter](#)

Think **GREEN** before you print.

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PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Alex Bursheim [<mailto:AlexB@cccchs.org>]

Sent: Thursday, October 15, 2015 1:06 PM

To: Laura Terway

Cc: Stefanie Slyman; Josh Kolberg

Subject: Re: Providence Willamette Falls Zone Change

Laura,

Thank you for the quick reply. It would be helpful if the applicants could provide me with a timeline. When I read the application, it seems like there is nothing planned at this time for that property, but possible use of the properties could take place before 2021? Am I right about that? Also how likely is it that those properties be changed into a parking lot within the next ten years?

Thank you,

Alex Bursheim

Early Head Start Family Coach

Clackamas County Children's Commission

109 2nd Street Canby, OR

971 295 7041

From: Laura Terway <lterway@ci.oregon-city.or.us>

Sent: Thursday, October 15, 2015 12:46 PM

To: Alex Bursheim

Cc: Stefanie Slyman; Josh Kolberg

Subject: RE: Providence Willamette Falls Zone Change

Alex,

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



ZC 15-04: Zone Change, PZ 15-02: Amendment to the ...

Tuesday October 6th ...

[Read more...](#)



Laura Terway, AICP

Planner

Planning Division

City of Oregon City

PO Box 3040

221 Molalla Avenue, Suite 200

Oregon City, Oregon 97045

Direct - 503.496.1553

Planning Division - 503.722.3789

Fax 503.722.3880

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PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Alex Bursheim [<mailto:AlexB@cccchs.org>]

Sent: Thursday, October 15, 2015 12:33 PM

To: Laura Terway

Subject: Providence Willamette Falls Zone Change

Hello Laura,

My name is Alex and I am a family coach for Clackamas County Early Head Start, and I was

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

Thank you,

Alex Bursheim

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

From: [Tiffany](#)
To: [Laura Terway](#)
Subject: Public Comment on ZC 15-04: Zone Change
Date: Wednesday, October 28, 2015 10:23:58 AM

City of Oregon City - Planning Division
Attn: Laura Terway
221 Molalla Ave, Ste. 200
Oregon City, OR 97045

Re: FILE NUMBER: ZC 15-04: Zone Change

Dear Laura,

Thank you for accepting electronic version of public comments. This is such a helpful way for us to participate!

I wanted to voice my support for the proposed zoning changes near Providence Willamette Falls Hospital campus. As a home owner just blocks from this site, I am sincerely pleased to see this proposal. While I understand that this fundamentally transforms this part of the neighborhood, I see much more positive impacts than potential drawbacks. The improvements to the area really are needed including sidewalks where there currently are not (I am a runner and really appreciate the safety sidewalks provide), expanded traffic controls and visibility, as well as lighting for safety.

Our neighborhood grew up around the hospital, really putting many constraints on their ability to meet the needs of the community. It is high time we answer their call for support. My husband and I wish to throw our voice of support behind their request.

We purchased our property on Division Street in 2004. Since that time, we have been hopeful to see investment in the hospital campus to expand it's offerings and provide a hub of healthcare that would draw in economic impacts for our community. I am hopeful that this step of expansion may allow for a community of businesses and services to surround the hospital, supporting families who are there. This may be a pie in the sky vision but wouldn't it be wonderful for kids to learn to ride their bike in the safety of an empty parking lot on weekends? A coffee shop/cafe in one of the great houses to serve families waiting for a new arrival or a destination to walk to, a gathering place as a resident in the area? Someone with a great business acumen could really make this a warm and inviting extension of our community!

Full disclosure here, we have purchased a second home in the Park Place neighborhood and currently reside there. We have another family living at the property on Division Street as their forever home.

Would you please include us when the decision has been made? Our email address is gill0488@yahoo.com and our mailing address: 15981 Leo Court, Oregon City, OR 97045. Thank you!

Sincerely,
Craig and Tiffany Gillespie
503-722-1539



OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION TRANSMITTAL

September 14, 2015

IN-HOUSE DISTRIBUTION

- ☐ BUILDING OFFICIAL
- ☐ DEVELOPMENT SERVICES MANAGER
- ☐ PUBLIC WORKS- OPERATIONS
- ☐ CITY ENGINEER/PUBLIC WORKS DIRECTOR
- ☐ TECHNICAL SERVICES (GIS)
- ☐ PARKS MANAGER
- ☐ ADDRESSING
- ☐ POLICE

TRAFFIC ENGINEER

- ☐ REPLINGER AND ASSOCIATES

Mailed Notice to County CPO's

- ☐ Central Pt-New Era-Leland / Holcomb-Outlook/Beavercreek

Mailed Notice

- ☐ Within 300'

MAIL-OUT DISTRIBUTION

- ☐ CITIZEN INVOLVEMENT COUNCIL (CIC)
- ☐ NEIGHBORHOOD ASSOCIATION _____
- ☐ N.A. CHAIR
- ☐ N.A. LAND USE CHAIR
- ☐ CLACKAMAS COUNTY TRANSP. & PLANNING
- ☐ CLACKAMAS FIRE DISTRICT #1
- ☐ ODOT – Division Review
- ☐ OREGON CITY SCHOOL DISTRICT
- ☒ TRI-MET
- ☐ METRO
- ☐ OREGON CITY POSTMASTER
- ☐ DLCD
- ☐ CITY ATTORNEY
- ☐ OTHER: _____

COMMENTS DUE BY:

3:30 PM, October 9, 2015

HEARING DATE:

November 9, 2015

HEARING BODY:

____ Staff Review; XX PC; _____ CC

FILE # & TYPE:

ZC 15-04: Zone Change, PZ 15-02: Amendment to the Comprehensive Plan & CP 15-02: Master Plan Amendment

PLANNER:

Laura Terway, AICP, Planner (503) 496-1553

APPLICANT:

Providence Willamette Falls Medical Center, Russell Reinhard

REPRESENTATIVE:

Harper Houf Peterson Righellis Inc., Stefanie Slyman, AICP

REQUEST:

Providence Willamette Falls Medical Center (PWF) is seeking amend a previously approved Master Plan and change the Oregon City Comprehensive Plan and Zoning Map for two properties from Low Density Residential/"R-6" Single-family Dwelling District to Mixed Use Employment/"MUE" Mixed Use Employment District.

LOCATION:

1500 Division Street, Oregon City, Oregon 97045,
Clackamas County 2-2E-32AB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000, 3100, 3900, 4000, 4100, 4200, Clackamas County 2-2E-32AA, Tax Lot 400, Clackamas County 2-2E-32AC, Tax Lots 101, 201, 7200

PA RERERANCE:

PA 15-03, 5/13/2015

This application material is referred to you for your information, study and official comments. If extra copies are required, please contact the Planning Department. Your recommendations and suggestions will be used to guide the Planning staff when reviewing this proposal. If you wish to have your comments considered and incorporated into the staff report, please return the attached copy of this form to facilitate the processing of this application and ensure prompt consideration of your recommendations. Please check the appropriate spaces below.

X

The proposal does not conflict with our interests.

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

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

The following items are missing and are needed for review:

Signed

Grauf O'Connell



OREGON CITY

Community Development – Planning

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

Title PLANNER II, TRIMET

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



OREGON CITY

Community Development – Building

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880 | Inspection (503) 496-1551

Building Division

Date: September 15, 2015

Planning Reference: ZC 15-04

Address: 1500 Division St

Map Number: 2-2E-32AB

Tax Lot: 1201, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2800, 2900, 3000,
3100, 3900, 4000, 4100, 4200,

Project Name: Willamette Falls Hospital

Date Needed: October 9, 2015

Reviewer: Mike Roberts – Building Official

GENERAL COMMENTS

1. Any construction documents for the above referenced project shall be reviewed for conformance with the current Oregon Specialty Codes as adopted by the State of Oregon and administered by the City of Oregon City when submitted for permit applications.

Current Oregon Specialty Codes

Oregon Structural Specialty Code (OSSC) 2014

Oregon Energy Efficiency Code (OEEC) 2014

Oregon Fire Code (OFC) 2014

Oregon Mechanical Specialty Code (OMSC) 2014

Oregon Plumbing Specialty Code (OPSC) 2014

Oregon Electrical Specialty Code (OESC) 2014



TYPE III LAND USE RECOMMENDATION

Staff Report and Decision

February 20, 2012

FILE NO.: CP 11-01: Master Plan
DP 11-03: Detailed Development Plan
NR 11-05: Natural Resource Overlay Exemption
LL 11-07: Lot Line Adjustment

APPLICATION TYPE: Type III

**APPLICANT/
OWNER:** Providence Willamette Falls Medical Center
C/o Russell Reinhard
1500 Division Street
Oregon City, Oregon 97045

REPRESENTATIVE: Peterson Kolberg & Associates
C/o Steve Kolberg
6969 SW Hampton Street
Portland, Oregon 97223

REQUEST: The applicant submitted a Concept (General) Development Plan, Detailed Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over the next 10 years and construct a parking lot.

LOCATION: 1500 Division Street, Oregon City, OR 97045
Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600
Clackamas County Map 2-2E-32AA, TL 400 and
Clackamas County Map 2-2E-32AC, TL 101, 201

ZONING: “MUE” Mixed Use Employment District

REVIEWERS: Laura Terway, AICP, Planner
Bob Cullison, EIT, Development Services Manager

RECOMMENDATION: **Planning Commission Approval with Conditions.**

PROCESS: *Type III decisions involve the greatest amount of discretion and evaluation of subjective approval standards, yet are not required to be heard by the City Commission, except upon appeal. Applications evaluated through this process include conditional use permits and Master Plans for which discretion is provided. In the event that any decision is not classified, it shall be treated as a Type*

III decision. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and the planning commission is published and mailed to the applicant, recognized neighborhood association and property owners within three hundred feet. Notice must be issued at least twenty days pre-hearing, and the staff report must be available at least seven days pre-hearing. At the evidentiary hearing held before the planning commission all issues are addressed. The decision of the planning commission is appealable to the city commission, on the record. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to 17.50.290(c) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal. The city commission decision on appeal from the planning commission is the city's final decision and is appealable to LUBA within twenty-one days of when it becomes final.

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

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

DECISION CRITERIA:

The development proposal will be analyzed for compliance with the following Chapters of the Oregon City Municipal Code:

Streets, Sidewalks and Public Places in Chapter 12.04,
Public and Street Trees in Chapter 12.08,
Property Line Adjustments and Abandonment Process and Standards in Chapter 16.20,
“MUE” Mixed Use Employment District in Chapter 17.31,
Tree Protection Standards in Chapter 17.41,
Geologic Hazards in Chapter 17.44,
Natural Resource Overlay District in Chapter 17.49,
Administration and Procedures are set forth in Chapter 17.50,
Off-Street Parking and Loading in Chapter 17.52,
Supplemental Zoning Regulations and Exception in Chapter 17.54,
Site Plan and Design Review in Chapter 17.62 and
Master Plans in Chapter 17.65.

CONCEPT (GENERAL) DEVELOPMENT PLAN:

The proposed Concept (General/Master) Development Plan identifies the layout, maximum intensity, phasing and public improvements associated with the Providence Willamette Falls Medical Center over a 10 year period. Approval of the General (Concept) Plan is followed by a series of Detailed Development Plan applications with refined building details including building design, landscaping, etc. which comply with the Oregon City Municipal Code and the approved Concept (General) Plan.

EXISTING USE:

The property located at 1500 Division Street is utilized as Providence Willamette Falls (PWF) Medical Center and contains numerous medical related facilities within a hospital campus (Exhibits 1 and 2). Since 1954, PWF has provided a full service medical center including emergency medicine, labor and delivery, surgical services, inpatient treatment, as well as many other inpatient and outpatient services to Oregon City and Clackamas County.

PROPOSED DEVELOPMENT:

Providence Willamette Falls Medical Center (PWF) is seeking approval of a ten (10) year General

Development Master Plan as well as a Detailed Development Plan to implement Phase 1 of the 3 Phase Master Plan. Phase 1 includes alteration and expansion of an existing parking lot at the corner of Davis Road and Division Street. The phases of the Master Plan include the following development:

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

The first project of the master plan consists of an alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane. The applicant submitted a Detailed Development Plan for the construction of the parking lot which would be implemented subsequent to approval in 2012.

Project Phase 2 – Hospital Additions and Remodels

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

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

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

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

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

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

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

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

Project Phase 3 – Medical Office Buildings (MOB)

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

MOB Additions: PWF has identified two (East and West) sites for 20,000 - 25,000 square foot medical

Office Buildings (MOB's) which will house general physician's practices. The order of implementation for the two MOB's in this phase will depend upon Hospital strategic goals, project funding, and community needs. Phase 3 would be implemented from 2014-2021.

The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval. **The applicant can satisfy this standard by complying with Condition of Approval 1.**

OREGON CITY MUNICIPAL CODE CRITERIA:

CHAPTER 17.50 – ADMINISTRATION AND PROCEDURES

Finding: Complies. The Concept (General) Development Plan and Detailed Development Plan applications were processed as Type III applications. Multiple neighborhood association meetings were held and a pre-application conference took place on July 13, 2011 with Oregon City staff. Notice of the development was mailed to property owners within 300 feet of the site, the McLoughlin Neighborhood Association, Citizen Involvement Commission and affected agencies on January 9th, 2012. The property was posted with a land use action sign providing details and requesting comments about the development from January 13th, 2012 to after the Planning Commission hearing(s). The following public comments were received:

Gail Curtis, Senior Planner of the Oregon Department of Transportation submitted comments (Exhibit 7), including concerns regarding the transportation impact study. The comments are addressed within this report.

Denyse McGriff of the McLoughlin Neighborhood Association submitted comments (Exhibit 8), regarding the attendance list at the McLoughlin Neighborhood Association meeting and forwarding the report to the appropriate chair.

Paul Edgar of the Citizen Involvement Committee submitted a request (Exhibit 9) for a hard copy of the application.

Tim Powell, Chair of the McLoughlin Neighborhood Association submitted comments from the Neighborhood Association expressing concern about hospital employees parking within the public right-of-way near the facility. He suggested the City limit the on-street parking to 2 hours and work with the hospital to develop a good neighbor plan (Exhibit 10). In response to this comment the applicant submitted a letter, dated February 16, 2012 indicating that Providence Willamette Falls Hospital recently adopted a policy restricting employees from parking on the street (Exhibit 11). In addition, Nancy Bush, Code Enforcement Manager submitted comments identifying the process to limit on-street parking to 2 hours as well as the resident parking program and suggested the neighbors apply (Exhibit 12). Furthermore, the applicant is required to demonstrate adequate parking to facilitate each new phase of development.

Other comments were submitted prior to initiating the public comment period which were not included in the analysis of this report. Comments received after February 13th, 2012 will be forwarded to the Planning Commission at the February 27th, 2012 public hearing. The public record will remain open until the Planning Commission closes the public hearing.

CHAPTER 17.31 “MUE” MIXED USE EMPLOYMENT DISTRICT

17.31.020 Permitted Uses

Finding: Complies as Proposed. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.030 Limited Uses

Finding: Not Applicable. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.040 Conditional Uses

Finding: Not Applicable. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.050 Prohibited Uses

Finding: Not Applicable. The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

17.31.060.A Minimum lot areas: None.

Finding: Complies as Proposed. The applicant proposed to consolidate lots on the subject site. The subsequent lots exceed a minimum lot area of zero.

17.31.060.B Minimum Floor Area Ratio: 0.25.

Finding: Complies with Condition. The application did not identify the floor area ratio, as the exact square footage to be constructed will be refined during future Detailed Development Plans. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating the master plan complies with the minimum floor area ratio of 0.25. **The applicant can meet this standard by complying with Condition of Approval 2.**

17.31.060.C Maximum building height: except as otherwise provided in subsection C.1. of this section building height shall not exceed sixty feet.

1. In that area bounded by Leland Road, Warner Milne Road and Molalla Avenue, and located in this zoning district, the maximum building height shall not exceed eighty-five feet in height.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.31.060.D Minimum required interior and rear yard setbacks if abutting a residential zone: twenty feet, plus one foot additional yard setback for every one foot of building height over thirty-five feet.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.31.060.E Maximum allowed setbacks: No maximum limit provided the Site Plan and Design Review requirements of Section [17.62.055](#) are met. Development of a campus with an approved Master Plan in the MUE zone is exempt from Section [17.62.055D.1](#) of Site Plan and Design Review. All other standards are applicable.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.31.060.F Maximum site coverage of the building and parking lot: Eighty percent.

Finding: Complies with Condition. The application indicated that approximately 64% of the site is covered with buildings and parking lots. However, the site plan inaccurately displayed the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the Master Plan does not have more

than eighty percent site coverage of buildings and parking lots. All future construction shall demonstrate compliance with this standard. **The applicant can meet this standard by complying with Condition of Approval 3.**

17.31.060.G Minimum landscape requirement (including the parking lot): Twenty Percent.

The design and development of the landscaping in this district shall:

1. *Enhance the appearance of the site internally and from a distance;*
2. *Include street trees and street side landscaping;*
3. *Provide an integrated open space and pedestrian way system within the development with appropriate connections to surrounding properties;*
4. *Include, as appropriate, a bikeway walkway or jogging trail;*
5. *Provide buffering or transitions between uses;*
6. *Encourage outdoor eating areas appropriate to serve all the uses within the development;*
7. *Encourage outdoor recreation areas appropriate to serve all the uses within the development.*

Finding: Complies with Condition. A site plan displaying all landscaping onsite demonstrates that 277,623 square feet of the 769,757 square foot site (36%) is landscaped. However, the site plan inaccurately displays the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G of the Oregon City Municipal Code. **The applicant can meet this standard by complying with Condition of Approval 4.**

CHAPTER 16.12 Property Line Adjustments and Abandonment Process and Standards

Findings: Complies as Proposed. The tax lot located on the corner of Penn Lane and Division Street (Clackamas County Map 2-2E-32AB-01201) consists of multiple building lots, though only a single tax lot is present. The applicant proposed to consolidate building lots into a single building lot which mirrors the tax lot displayed in Exhibit D of the application. Subsequent to the consolidation, the lot would contain a parking lot and a structure where the future East medical office building would be located. As demonstrated within this report, the consolidated lots were reviewed for compliance with the Oregon City Municipal Code.

Chapter 17.65 – MASTER PLANS

17.65.050.A Existing Conditions Submittal Requirements

17.65.050.A.1.a *Current uses of and development on the site, including programs or services.*

Findings: Complies as Proposed. The site is currently being utilized as Providence Willamette Falls Medical Center (PWF). The applicant provided a site plan identifying the existing layout of the site (Exhibit 2).

17.65.050.A.1.b *History or background information about the mission and operational characteristics of the institution that may be helpful in the evaluation of the concept development plan.*

Findings: Complies as Proposed. The applicant submitted a narrative with a variety of information about the subject site (Exhibit 2).

17.65.050.A.1.c *A vicinity map showing the location of the Concept Development Plan boundary relative to the larger community, along with affected major transportation routes, transit, and parking facilities.*

Findings: Complies as Proposed. The applicant submitted a vicinity map displaying the subject site relative to the larger community, including major transportation routes, transit stops and parking facilities (Exhibit 2).

17.65.050.A.1.d *Non-institutional uses that surround the development site. May also reference submitted maps, diagrams or photographs.*

Findings: Complies as Proposed. The applicant submitted a map displaying the adjacent buildings and zoning designations. Though primarily adjacent to the “MUE” Mixed Use Employment District, a portion of the site borders residential zoning designations (Exhibit 2).

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

Findings: Complies as Proposed. The subject site has received approval of multiple land use applications. Two prior applications (Conditional Use CU 03-03 and Site Plan and Design Review SP 03-19) resulted in the requirement to receive Master Plan approval prior to proceeding with any additional land use applications (Exhibits 3 and 4).

- Condition of approval #5 for Conditional Use CU 03-03: The hospital shall receive a comprehensive city master plan approval prior to any future city land use approval or site development permit issuance (other than those approved or conditioned for approval as part of this conditional use permit or the associated site plan and design review, SP03-19). The master plan shall be based on all hospital properties in the Division Street area and include; phased development projects, full area traffic analysis, infrastructure evaluation and plans, multi-model planning (on and off-site) , vehicle and bicycle parking evaluation, evaluation of non-conformance, proposed timing and other required items.
- Condition of approval #31 for Site Plan and Design Review SP 03-19: The hospital shall receive a comprehensive city master plan approval prior to any future city land use approval or site development permit issuance (other than those approved as part of the associated Condition Use Permit CU 03-03, this Site Plan and Design Review or required in Conditions 2, 3 and 4 of this approval). The master plan shall be based on all hospital properties in the Division Street area and include; phased development projects, full area traffic analysis, infrastructure evaluation and plans, multi-model planning (on and off-site), vehicle and bicycle parking evaluation, evaluation of non-conformance, proposed timing and other required items.

17.65.050.A.1.f *Existing utilization of the site. May also reference submitted maps, diagrams or photographs.*

Findings: Complies as Proposed. The applicant provided a narrative statement describing the existing uses of the site and a series of maps (Exhibit 2). The site is currently being utilized as Providence Willamette Falls Medical Center. The subject site contains Clackamas County Map2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201. The Master Plan is within the Mixed Use Employment District (MUE). PWF Medical Center is a permitted use in the MUE Zone under OCMC 17.31.010 and 17.31.020.F.

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

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

Findings: Complies as Proposed. The applicant provided a narrative including a description of the site and a series of maps displaying the above existing conditions (Exhibit 2). As discussed in Chapter 17.65.050.C.4 of this report, no City-designated cultural or historic resources are located on the subject site. A small portion of the subject site includes two Overlay Districts; Natural Resource Overlay District (NROD), and Geologic Hazards. Both districts are on the eastern edges of the subject property where no additional development is proposed.

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

- (1) *Existing transportation facilities, including highways, local streets and street classifications, and pedestrian and bicycle access points and ways;*
- (2) *Transit routes, facilities and availability;*
- (3) *Alternative modes utilization, including shuttle buses and carpool programs; and*
- (4) *Baseline parking demand and supply study (may be appended to application or waived if not applicable).*

Findings: Complies as Proposed. The applicant provided a narrative statement describing the existing transportation conditions of the site. A Transportation Impact Analysis (TIA) was submitted by Kittelson & Associates, Inc. (Exhibit 2).

1. Sidewalks are provided along Redland Road to the south of Holcomb Boulevard-Abernethy Road.
2. Sidewalks and bicycle lanes are provided along Anchor Way west of Redland Road (for approximately 250 feet only).
3. Sidewalks are provided along Division Street to the south of 16th Street.
4. Bicycle lanes are provided along Division Street between 13th Street and 15th Street.
5. On-street parking is available along Division Street to the west of 9th Street and between 16th Street and Gilman Drive.
6. Not posted; assumed to be 25 miles per hour.

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

Pedestrian Facilities and Connectivity. The PWF campus and surrounding neighborhood are generally well served by a grid network of streets and sidewalks today. Sidewalks are available adjacent to the campus on a majority of both Division Street and Davis Road, as well as along the major connecting roadways near the campus, including Molalla Avenue, 7th Street, and 15th Street. Additional sidewalk connectivity is planned in the vicinity of the PWF campus, as identified in the City of Oregon City TSP.

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

Baseline Parking Demand and Supply. The applicant indicated that the campus has an existing supply of 749 parking stalls with an existing demand for 653 stalls.

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

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

Findings: Complies as Proposed. The site is surrounded by adequate City water mains on all four sides including through the interior of the main property. Adequate sanitary sewer mains exist around the site while stormwater mains are located appropriately on the perimeter of the site.

17.65.050.A.2.a *Existing conditions site plan.*

Findings: Complies as Proposed. The applicant submitted a site plan of the existing conditions of the site (Exhibit 2).

17.65.050.A.2.b. *Vicinity map.*

Findings: Complies as Proposed. The applicant submitted a vicinity map of the development site (Exhibit 2).

17.65.050.A.2.c. *Aerial photo.*

Findings: Complies as Proposed. The applicant submitted an aerial photo depicting the subject site and adjacent property (Exhibit 2).

17.65.050.B. *Proposed Development Submittal Requirements*

17.65.050.B.1.a *The proposed duration of the concept development plan.*

Findings: Complies as Proposed. The General (Master) Plan is anticipated to be implemented over a period of 10 years.

17.65.050.B.1.b *The proposed development boundary. May also reference submitted maps or diagrams.*

Findings: Complies as Proposed. The project boundaries include Clackamas County Map2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201. A map of the subject site was submitted (Exhibit 2).

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

Findings: Complies as Proposed. The applicant indicated that phases would generally include the following:

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

The first project of the master plan consists of an alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane. The applicant submitted a Detailed Development Plan for the construction of the parking lot which would be implemented subsequent to approval in 2012.

Project Phase 2 – Hospital Additions and Remodels

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

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

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

Second Floor Patient Room and Pharmacy Remodel: Several spaces on the second floor of the hospital will be converted from their current use as offices back to their original function as patient rooms. This

patient room remodel will not increase the number of licensed beds, the staffing levels for the hospital, nor increase trip generation. The pharmacy will also be relocated.

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

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

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

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

Project Phase 3 – Medical Office Buildings (MOB)

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

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

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

Findings: Refer to the findings within this report.

17.65.050.B.1.e *A statement describing the impacts of the proposed development on inventoried Goal 5 natural, historic or cultural resources within the development boundary or within 250 feet of the proposed development boundary.*

Findings: Complies as Proposed. The applicant provided a map displaying all nearby Goal 5 resources. The subject site is not within a historic district or include an individually designated historic structure. The property is within the Geologic Hazards Overlay District and the Natural Resource Overlay District.

17.65.050.B.1.f *An analysis of the impacts of the proposed development on the surrounding community and neighborhood, including:*

- (1) *Transportation impacts as prescribed in Subsection "g" below;*
- (2) *Internal parking and circulation impacts and connectivity to sites adjacent to the development boundary and public right-of-ways within 250 feet of the development boundary;*
- (3) *Public facilities impacts (sanitary sewer, water and stormwater management) both within the development boundary and on city-wide systems;*
- (4) *Neighborhood livability impacts;*
- (5) *Natural, cultural and historical resource impacts within the development boundary and within 250 feet of the development boundary.*

Findings: The applicant submitted documentation on the impacts of the proposed development. Please refer to the analysis within this report.

17.65.050.B.1.g *A summary statement describing the anticipated transportation impacts of the proposed development. This summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips, projected AM and PM peak hour traffic and the maximum parking demand associated with build-out each phase of the master plan.*

Findings: Please to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

17.65.050.B.1.h *In addition to the summary statement of anticipated transportation impacts, an applicant shall provide a traffic impact study as specified by City requirements. The transportation impact study shall either:*

(1) address the impacts of the development of the site consistent with all phases of the concept development plan; or

(2) address the impacts of specific phases if the City Engineer determines that the traffic impacts of the full development can be adequately evaluated without specifically addressing subsequent phases.

Findings: Complies as Proposed. The applicant identified the transportation impact of the development with traffic impact analysis prepared by Kittleson and Associates (Exhibit 2) discussing the transportation impacts of the proposed development. The transportation study was reviewed by John Replinger, transportation consultant for the City from Replinger and Associates (Exhibit 5).

17.65.050.B.1.i *If an applicant chooses to pursue option h(1), the applicant may choose among three options for implementing required transportation capacity and safety improvements:*

(1) The concept development plan may include a phasing plan for the proposed interior circulation system and for all on-site and off-site transportation capacity and safety improvements required on the existing street system as a result of fully implementing the plan. If this option is selected, the transportation phasing plan shall be binding on the applicant.

(2) The applicant may choose to immediately implement all required transportation safety and capacity improvements associated with the fully executed concept development plan. If this option is selected, no further transportation improvements will be required from the applicant. However, if a concept development plan is later amended in a manner so as to cause the projected average daily trips, the projected AM or PM peak hour trips, or the peak parking demand of the development to increase over original projections, an additional transportation impact report shall be required to be submitted during the detailed development plan review process for all future phases of the development project and additional improvements may be required.

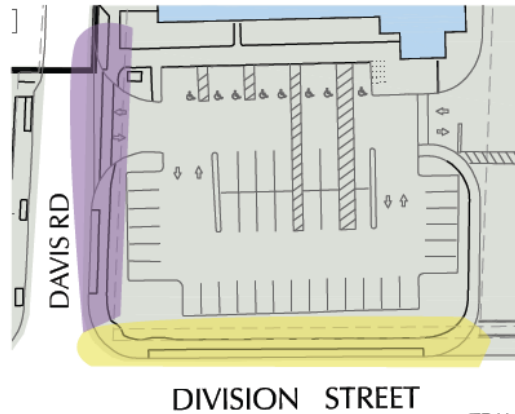
(3) The applicant may defer implementation of any and all capacity and safety improvements required for any phase until that phase of the development reaches the detailed development plan stage. If this option is selected, the applicant shall submit a table linking required transportation improvements to vehicle trip thresholds for each development phase.

Findings: Complies with Condition. The applicant proposed to install public improvements associated with each phase of development. The applicant submitted a transportation impact analysis prepared by Julia Kuhn, PE of Kittleson & Associates, Inc (Exhibit 2) discussing the transportation impacts of the proposed development. The report was reviewed by John Replinger, PE of Replinger and Associates, a City consultant (Exhibit 5). The applicant proposed to complete the following public improvements by the completion of Phase 3 of development.

New Front Entry

The New Front Entry project in Phase 2 would trigger applicable street improvements in the highlighted areas in Figure 3.1.1. Minor Arterial street improvements along Division Street (to match the improvements in front of the ED expansion detailed in CU 03-03), and Local street improvement along Davis Road.

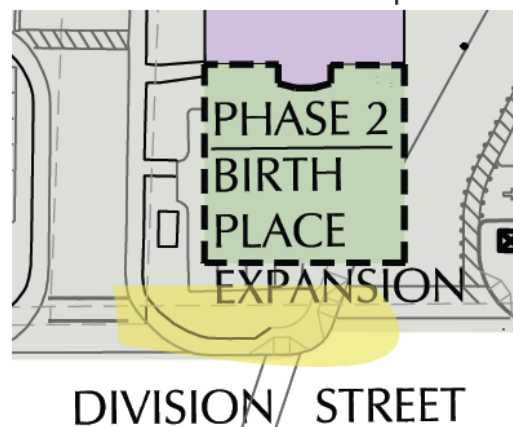
FIGURE 3.1.1 - New Front Entry Street Improvements



Birthplace Expansion

The Birthplace Expansion project in Phase 2 would trigger applicable street improvements in the highlighted areas in Figure 3.1.2. Minor Arterial street improvements along Division Street to match the improvements in front of the ED expansion detailed in CU 03-03.

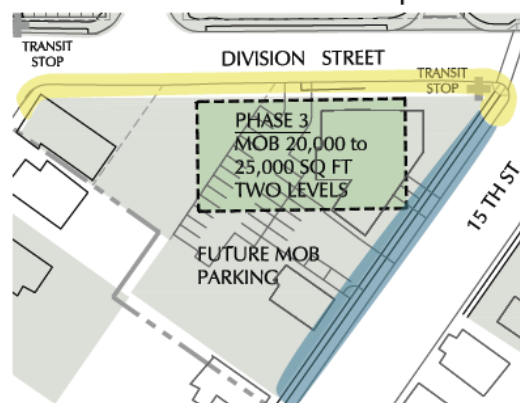
FIGURE 3.1.2 - Birthplace Expansion Street Improvements



West MOB

The West MOB project in Phase 3 would trigger applicable street improvements in the highlighted areas in Figure 3.1.3. Minor Arterial street improvements along Division Street (to match the improvements in front of the ED expansion detailed in CU 03-03), and Collector street improvement along 15th St. The improvements along Division St. will require a full depth half street improvements.

FIGURE 3.1.3 - West MOB Street Improvements



The City generally concurs with the public improvements proposed. The following identifies a specific list of public improvements and associated maps of where each improvement will occur. The applicant's engineer shall analyze and design the Division Street and 15th Street pavement restoration.

- Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.

- Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
- Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
- Phase 3 (West MOB): A 4-foot ROW dedication from 15th Street to 16th Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15th Street and 16th Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
- Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
 - Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.
- 15th Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
- Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

In addition, the applicant's transportation impact study identified two off-site intersections where the impacts from the proposed development when coupled with future background projections would result in an unacceptable level of service. A more than 50 second delay for the westbound left at the intersection of Molalla Avenue/7th Street would result in a level of service (LOS) F in 2017 and a more than 50 second delay for the northbound left at the intersection of Redland Road/Anchor Way would result in a level of service (LOS) F in 2018 both, in part, as a result of Phase 2 impacts. Phase 1 was not determined to have an impact on the proposed development, as it entails an expansion of the parking lot which will not itself increase traffic demands generated on-site.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2, on the intersections of Molalla Avenue/7th Street and Redland Road/Anchor Way, and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which

should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied.

ODOT suggested that the treatment of the central utility plant might have caused the traffic to be underestimated (Exhibit 7). John Replinger, PE of Replinger and Associates, a City consultant indicated that ODOT indicated that the “trip generation methodology was adequately explained and accurately executed” (Exhibit 5).

The additional development proposed in the master plan is forecast to produce 87 additional AM peak hour trips and 91 additional PM peak hour trips. This compares with current traffic of 339 AM peak hour trips and 356 PM peak hour trips.

The applicant is responsible for this project’s compliance with Engineering Policy 00-01. **The applicant can comply with this standard by meeting Conditions of Approval 5 and 6.**

17.65.050.B.1.j *The applicant or city staff may propose objective development standards to address identified impacts that will apply within the proposed development on land that is controlled by the institution. Upon approval of the concept development plan, these standards will supersede corresponding development standards found in this code. Development standards shall address at least the following:*

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

Findings: Not Applicable. The applicant has not proposed alternative objective development standards.

17.65.050.B.2.a. *A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during detailed development plan review.*

Findings: Complies with Conditions. The applicant submitted a site plan for the proposed development showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas. The site is currently nonconforming as it does not comply with the current standards for parking lot landscaping, pedestrian accessway standards, etc. Proportional upgrades to the site are required per OCMC Chapter 17.58.

Vehicle Circulation Plan. A site plan identifying the circulation of vehicles onsite was provided demonstrating the ability for automobiles to travel down the street and within parking lots throughout the site.

Bicycle Circulation Plan. A site plan identifying the circulation of bicycles onsite was provided demonstrating the ability for bicycles to travel down the street and within parking lots within automobiles. There are no bicycle pathways onsite.

Pedestrian Circulation Plan. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. As demonstrated within this report, the proposed parking lot layout does not include a pedestrian accessway within the parking lot. Prior to issuance of permits

associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. **The applicant can meet this standard by complying with condition of approval 7.**

17.65.050.B.2.b *The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian access ways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within 250 feet of the site. The map shall identify existing subdivisions and development and un-subdivided or unpartitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle access ways and utilities within 250 feet may be extended to and/or through the proposed development.*

Findings: Complies as Proposed. The applicant submitted a map displaying the approximate location of all pedestrian, bicycle and automobile facilities within 250 feet of the site.

17.65.050.B.2.c *The approximate location of all public facilities to serve the proposed development, including water, sanitary sewer, stormwater management facilities.*

Findings: Please refer to the analysis within this report.

17.65.050.B.2.d *The approximate projected location, footprint and building square footage of each phase of proposed development.*

Findings: Complies as Proposed. The applicant submitted a map displaying the approximate location and footprint of the proposed structures. The final sizes and locations are subject to minor changes in the Detailed Development Plan review. Major changes to the size or location of the structures will require an adjustment to the Concept (General/Master) Development Plan.

17.65.050.B.2.e *The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.*

Findings: Complies as Proposed. The applicant submitted an aerial photo in Exhibit 2. The applicant did not propose a park, playground or other outdoor play area or open space for the subject site.

17.65.050.C. Approval Criteria for a Concept Development Plan.

17.65.050.C.1 *The proposed Concept Development plan is consistent with the purposes of Section 17.65.*

Findings: Complies as Proposed. Chapter 17.65.010 of the Oregon City Municipal Code states:

“It is the intent of this Chapter to foster the growth of major institutions and other large-scale development, while identifying and mitigating the impacts of such growth on surrounding properties and public infrastructure. The City recognizes the valuable services and employment opportunities that these developments bring to Oregon City residents. The master plan process is intended to facilitate an efficient and flexible review process for major developments and to provide them with the assurance they need over the long term so that they can plan for and execute their developments in a phased manner. To facilitate this, the master plan process is structured to allow an applicant to address the larger development issues, such as adequacy of infrastructure and transportation capacity, and reserve capacity of the infrastructure and transportation system before expenditure of final design costs.”

The Master Plan is consistent with the purpose and intent statement in OCMC Chapter 17.65.010. The Master Plan identifies the growth expected on the Providence Willamette Falls Hospital campus over the next ten (10) years. Providence selected a 10-year timeframe for the master plan as the level of uncertainty of development plans after ten (10) years is too high. Providence submitted a Transportation Impact Analysis with phased public improvements which is analyzed within this report.

17.65.050.C.2 *The transportation system has sufficient capacity based on the City's level of service standards and is capable of safely supporting the development proposed in addition to the existing and planned uses in the area, or will be made adequate by the time each phase of the development is completed.*

Findings: Complies with Condition. The applicant's transportation impact study identified two off-site intersections where the impacts from the proposed development when coupled with future background projections would result in an unacceptable level of service. A more than 50 second delay for the westbound left at the intersection of Molalla Avenue/7th Street would result in a level of service (LOS) F in 2017 and a more than 50 second delay for the northbound left at the intersection of Redland Road/Anchor Way would result in a level of service (LOS) F in 2018 both, in part, as a result of Phase 2 impacts. Phase 1 was not determined to have an impact on the proposed development, as it entails an expansion of the parking lot which will not itself increase traffic demands generated on-site.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2, on the intersections of Molalla Avenue/7th Street and Redland Road/Anchor Way, and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. **The applicant can comply with this standard by meeting Condition of Approval 5.**

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

Findings: Complies with Condition. An analysis of the proposed impacts is provided below.

Domestic Water. There are existing water mains in the streets bounding the site as well as several on-site. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review.

Police Protection. No significant police issues were identified during this Master Plan review.

Fire Protection. No significant fire protection issues were identified during this Master Plan review.

Sanitary Sewer. Adequate sanitary sewer mains exist around the site boundaries. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code.

Storm Water. Stormwater mains exist bordering the site. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the Applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the

applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. The use of Lynch-style catch basins for water quality is required for all new/revised parking lots. Water quality treatment will be achieved by means of any number of water quality features such as green roofs, vegetated swale, flow-thru planter box, or other LID system that will be designed per City of Oregon City Design Standards.

The applicant is responsible for this project's compliance with Engineering Policy 00-01. **The Applicant can comply with this standard by meeting Conditions of Approval 6, 8, 9, 10, 11, 12, 13 and 14.**

17.65.050.C.4 *The proposed Concept Development plan protects any inventoried Goal 5 natural, historic or cultural resources within the proposed development boundary consistent with the provisions of applicable overlay districts.*

Findings: Please refer to the analysis in Chapter 17.49 for compliance with the Natural Resource Overlay District and Chapter 17.44 for compliance with the Geologic Hazards Overlay District. There are no inventoried other Goal 5 historic or cultural resources in or within 250 feet of the development.

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

Findings: Please refer to the findings in 17.65.050.B.1.i of this analysis.

17.65.050.C.6 *The proposed Concept Development Plan is consistent with the Oregon City Comprehensive Plan and its ancillary documents.*

Findings: Complies as Proposed. As demonstrated below, the proposed Master Plan complies with the Oregon City Comprehensive Plan.

Section 1, Citizen Involvement

Section 1 of the Oregon City Compressive Plan established goals and policies to involve the public. The Master Plan review process included multiple meetings with neighborhood associations and other groups as well as a public comment period, mailed notices, public hearing and a notice in the newspaper.

Section 2, Land Use

Section 2 of the Oregon City Compressive Plan addresses the efficient use of available lands and the goal of creating a vibrant urban area that increases the opportunities for multi-modal transportation options.

Section 9, Economic Development

Section 9 of the Oregon City Compressive Plan establishes goals and policies that the City should strive to implement and meet but does not impose mandatory approval standards for a master plan application. The master plan will reinforce the role of the hospital in the community and contribute to the community's economic development.

Section 11, Public Facilities

Section 11 of the Oregon City Compressive Plan identifies the need for the City to provide public services. The Master Plan addresses the adequacy of the public facilities onsite.

Section 12, Transportation

Section 12 of the Oregon City Compressive Plan provides for a safe, convenient and economic transportation system that functions well and contributes to the city's well-being, enhances the quality of life and increases the opportunity for growth and development. The applicant proposed and is conditioned to mitigate all transportation impacts.

Section 13, Energy Conservation

Section 13 of the Oregon City Comprehensive Plan provides requires the conservation of energy in all forms through efficient land-use patterns, public transportation, building siting and construction standards, and city programs, facilities and activities. The proposed Master Plan encourages efficient use of the land while supporting transit, pedestrian and bicycle facilities.

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

Findings: Complies as Proposed. The General (Concept) Plan proposed envisions a 10-year view of the site.

17.65.060 Detailed Development Plan

Findings: Not Applicable. The applicant submitted a Detailed Development Plan application for implementation of Phase 1 of the development. Approval of a Detailed Development Plan is required prior to construction.

17.65.070 - Adjustments to development standards.

17.65.070.A Purpose. *In order to implement the purpose of the City's master plan process, which is to foster the growth of major institutions and other large-scale development, while identifying and mitigating their impacts on surrounding properties and public infrastructure, an applicant may request one or more adjustments to the applicable development regulations as part of the master planning process. These include, but are not limited to, items such as: dimensional standards of the underlying zone, site plan and design review criteria, residential design standards, and standards for land division approval.*

Findings: Applicable. The applicant submitted a request for an adjustment to the Oregon City Municipal Code with the Master Plan application. No other adjustments to the Oregon City Municipal Code have been requested.

17.65.070.B Procedure. *Requests for adjustments shall be processed concurrently with a general development plan. An adjustment request at the detailed development plan review shall cause the detailed development plan to be reviewed as a Type III application.*

Findings: Complies as Proposed. The proposed adjustment is being processed concurrent with the general development plan as a Type III application.

17.65.070.C Regulations That May Not be Adjusted. *Adjustments are prohibited for the following items:*

- 1. To allow a primary or accessory use that is not allowed by the regulations;*
- 2. To any regulation that contains the word "prohibited";*
- 3. As an exception to a threshold review, such as a Type III review process; and*
- 4. Any exception to allow a use not identified as a permitted or conditional use in the underlying zone.*

Findings: Complies as Proposed. The applicant has not proposed an adjustment for the use of the site or review process.

Oregon City Municipal Code Adjustment #1: Interior Parking Lot Landscaping

OCMC Chapter 17.52.060.D requires that within a parking lot no more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Though the proposed parking lot expansion associated with Phase 1 of the Master Plan does not have more than 8 contiguous parking stalls without an interior landscape strip and will comply with OCMC 17.52.060(D), a majority of the existing parking lots within the Providence Willamette Falls campus were constructed prior to adoption of this standard.

The Nonconforming Chapter of the Oregon City Municipal Code, 17.58, requires the applicant to install interior parking lot landscaping within existing parking lots which do not comply with the current standards.

Each Detailed Development Plan costing more than \$75,000 is required to spend 10% of the project cost on upgrades to existing nonconforming facilities such as interior parking lot landscaping. Depending on the cost of construction, it is anticipated that all of the aforementioned nonconforming items would be upgraded within the Master Plan. Each parking lot upgrade will include documentation from the applicant demonstrating that there is no loss of parking due to installation of interior parking lot landscaping.

If this adjustment is approved, the nonconforming parking lots would be upgraded so that no more than 16 contiguous parking spaces would be provided without an interior landscape strip and future parking lots associated with Phases 2 and 3 of the Master Plan, no more than 16 contiguous parking spaces would be provided without an interior landscape strip. As shown in this analysis, in order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees.

OCMC 17.52.060(D)(d) - EXISTING

*d. No more than **eight** contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of 10 feet in length.*

ADJUSTED TO:

OCMC 17.52.060(D)(d) - PROPOSED

*d. No more than **sixteen** contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of 10 feet in length.*

17.65.71.D.1. Granting the adjustment will equally or better meet the purpose of the regulation to be modified;
Finding: Complies with Condition. Chapter 17.52.060 of the Oregon City Municipal Code identifies the purpose of parking lot landscaping is:

- To enhance and soften the appearance of parking lots;
- To limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas;
- To shade and cool parking areas;
- To reduce air and water pollution;
- To reduce storm water impacts and improve water quality; and
- To establish parking lots that are more inviting to pedestrians and bicyclists.

The applicant indicated that “the requirement for providing interior landscape strips in areas that will be affected by future detailed development plans will reduce the parking supply on the campus. Per the TIA in Appendix B, PWF currently has a parking surplus, but at the end of the proposed master plan there would be a parking deficit. Therefore it is important for PWF to maintain as many parking spaces as necessary. The intent of 17.52.060.D.(d) is ‘to enhance and soften the appearance of parking lots; to limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas; to shade and cool parking areas’

among others. In the parking lot areas identified as lots B, D, G, and F per Figure 14 on page 44 of Kittelson & Associates TIA (see Appendix B), Lot G is not visible from any public streets or residential areas thanks to the stand of forest along its eastern border. Lot F currently has 23 street and parking lot deciduous shade trees, as well as landscaped triangular wheel stops and planter strips. Lots B and D also have numerous parking lot trees and landscaped buffer zones”.

Staff believes that a reduction in the frequency of interior parking lot landscaping islands would potentially reduce the amount of shade within the parking lot, thus resulting in higher temperature storm water and may not as adequately soften the appearance of the parking lot. The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees. **The applicant can satisfy this standard by complying with Condition of Approval 15.**

17.65.71.D.2. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project that is still consistent with the overall purpose of the zone;

Finding: Not Applicable. The applicant has not proposed more than one adjustment.

17.65.71.D.3. City-designated Goal 5 resources are protected to the extent otherwise required by Title 17;

Finding: Not Applicable. A portion of the Master Plan property is within the Natural Resource Overlay District and Geologic Hazards Overlay District. It is not anticipated that the proposed adjustment would negatively affect the overlays, as the applicant has not requested an adjustment to an overlay standard. There are no historic resources onsite.

17.65.71.D.4. Any impacts resulting from the adjustment are mitigated;

Finding: Complies with Condition. Staff believes that a reduction in the frequency of interior parking lot landscaping islands would potentially reduce the amount of shade within the parking lot, thus resulting in higher temperature storm water and may not as adequately soften the appearance of the parking lot. The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose to exempt parking lots which do not utilize the adjustment and there are not more than eight contiguous parking spaces without an interior landscape strip between them. Staff believes it is feasible for the applicant to comply with a minimum of 12% interior parking lot landscaping and complies with all other applicable standards. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees. **The applicant can satisfy this standard by complying with Condition of Approval 15.**

17.65.71.D.5. If an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable.

Finding: Not Applicable. A portion of the Master Plan property is within the Natural Resource Overlay District and Geologic Hazards Overlay District. It is not anticipated that the proposed adjustment would negatively affect the overlays, as the applicant has not requested an adjustment to an overlay standard.

17.65.71.D.6. The proposed adjustment is consistent with the Oregon City Comprehensive Plan and ancillary documents.

Finding: Complies with Condition. The applicant indicated Section 12 of the Oregon City Comprehensive Plan “provides for a safe, convenient and economic transportation system that functions well and contributes to the city’s well-being, enhances the quality of life and increases the opportunity for growth and development. The proposed adjustment does not adversely affect transportation or parking goals set out in the Oregon City Comprehensive Plan”.

The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The proposed mitigation would increase the landscaping onsite and would comply with the following goals and policies of the Comprehensive Plan:

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

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

The applicant can satisfy this standard by complying with Condition of Approval 15.

CHAPTER 17.49 NATURAL RESOURCE OVERLAY DISTRICT

Findings: Complies as Proposed. A portion of the site is mapped within the City of Oregon City Natural Resource Overlay District. All development in the Natural Resource Overlay District is subject to review by the City of Oregon City to ensure adequate protection of a nearby water feature. Oregon City Municipal Code protects the nearby feature by enforcing a vegetated corridor consisting of native plantings along the bank of the stream to improve the water quality and function. The applicant requested the portion of the property outside the NROD boundary is exempt from further NROD review. As the land outside of the NROD area is not subject to compliance with Chapter 17.49 of the Oregon City Municipal Code, staff recommends the Planning Commission except all land outside of the NROD boundary. Though a portion of the property associated with Detailed Development Plan for Phase 1 of the Master Plan is within the NROD, the proposed disturbance area associated with the proposed development is outside the NROD boundary. All future development shall be subject to additional review to demonstrate compliance with the Natural Resource Overlay District.

CHAPTER 17.44 – GEOLOGIC HAZARDS:

Finding: Complies as Proposed. Per OCMC 17.44.050.C, “the City Engineer may waive one or more requirements... if the City Engineer determines that site conditions, size or type of development or grading requirements do not warrant such detailed information”. The applicant proposed to construct Phase 1 which includes a parking lot adjacent to Penn Lane and Division Street. Due to the minimal impact on the nearby slopes the City Engineer has waived all requirements of OCMC Chapter 17.44 for the proposed development. The waiver may be challenged on appeal and may be denied by a subsequent review authority. If the development proposal changes from what is represented in this land use application, these findings shall be reviewed and revised by the City Engineer as needed.

All future development shall be subject to additional review to demonstrate compliance with the Geologic Hazards Overlay District.

CHAPTER 17.41 TREE PROTECTION STANDARDS

17.41.020 *Tree Protection – Applicability.*

Finding: Complies. The proposed development within the “MUE” Mixed Use Employment District and is subject to this standard.

17.41.040 – *Tree Protection – Exemptions.*

These regulations are not intended to regulate normal cutting, pruning and maintenance of trees on private property except where trees are located on lots that are undergoing development review or are otherwise protected within the Natural Resource Overlay District (NROD) of section 17.49. Additionally, these standards are not intended to regulate farm and forest practices as those practices,

Finding: Not Applicable. The applicant has not proposed to alter any trees within the Natural Resource Overlay District boundary.

17.41.050 *Tree Protection – Compliance Options.*

Finding: Complies as Proposed. The applicant proposed to remove one 30-inch caliper cedar tree with the Detailed Development Plan.

17.41.060 - *Tree Removal and Replanting - Mitigation (Option 1).*

Regulated trees that are removed outside of the construction area, if removed shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.

A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in [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>
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.

Finding: Complies as Proposed. The applicant proposed to remove one tree within the construction area associated with Detailed Development Plan. The tree is 30-inches in diameter and no information was provided indicating that it is diseased or hazardous and thus the applicant is required to plant 4 replacement trees.

17.41.070 – Planting Area Priority for Mitigation (Option 1).

Development applications which opt for removal of trees with subsequent replanting pursuant to section 17.41.050(A) and shall be required to mitigate for tree cutting by complying with the following priority for replanting standards 1-4.

Finding: Complies with Condition. The applicant has not proposed to plant 4 replacement trees and did not submit a plan identifying the location of the mitigation trees. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. **The applicant can meet this standard by complying with condition of approval 16.**

17.41.075. Alternative Mitigation Plan.

Finding: Not Applicable. The applicant has not proposed an alternative mitigation plan.

17.41.080. Tree Preservation within Subdivisions and Partitions – Dedicated Tract (Option 2).

Finding: Not Applicable. The applicant has not proposed to utilize option 2.

17.41.090. Density transfers incentive for Tree Protection Tracts (Option 2).

Finding: Not Applicable. The applicant has not proposed to utilize option 2.

17.41.100. Permitted Modifications to Dimensional Standards (Option 2 Only).

Finding: Not Applicable. The applicant has not proposed to utilize option 2.

17.41.110. Tree Protection by Restrictive Covenant (Option 3).

Finding: Not Applicable. The applicant has not proposed to utilize option 3.

17.41.120. Permitted Adjustments (Option 3 Only).

Finding: Not Applicable. The applicant has not proposed to utilize option 3.

17.41.130. Regulated Tree Protection Procedures During Construction.

Finding: Complies with Condition. The applicant did not respond to this section. There are existing trees which will remain in the construction area during construction. The applicant failed to adequately respond to this criterion. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 17.**

CHAPTER 17.52 OFF –STREET PARKING AND LOADING

17.52.020.A – Number of Spaces Required

The construction of a new structure or at the time of enlargement or change in use of an existing structure within any district in the city, off-street parking spaces shall be provided in accordance with this section.

		<u>Parking Required</u> <u>Per 1,000 sq. ft. gross leasable</u>	
		<u>Minimum</u>	<u>Maximum</u>
Hospital	455,181	2 (819 Stalls with Reduction)	4 (1,820 stalls)

Finding: Complies with Condition. The applicant submitted a site plan with parking counts and demands for the 335,076 square feet of existing square footage in addition to the 104,000 in new square footage and 16,105 of existing shelled space to be completed. The applicant indicated that there are 749 existing parking stalls onsite. The existing count includes 66 stalls in the parking lot which will be replaced with the implementation of the Detailed Development Plan associated with Phase 1 of the Master Plan. The completion of the parking lot alteration associated with Phase 1 of the Master Plan will result in a loss of 7 parking stalls for a total of 742 stalls.

The applicant submitted a Transportation Impact Study prepared by Kittleson and Associates (Exhibit 2) which calculated a need for 138 new parking stalls with the proposed development to be installed over the 3 Phases of the Master Plan implementation. However, the TIS did not utilize the appropriate calculations for minimum and maximum parking stalls as defined in the Oregon City Municipal Code. Furthermore, the applicant is required to incrementally upgrade the existing parking lots which were developed prior to the requirement for interior parking lot landscaping with each Detailed Development Plan costing more than \$75,000 per OCMC Chapter 17.58. The parking calculations did not account for any reduction in existing parking associated with installation of interior parking lot landscaping. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. **The applicant can assure this standard is met through Condition of Approval 18.**

17.52.020.A.1 Multiple Uses. *In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.*

Finding: Not Applicable. The applicant has not indicated multiple uses of the site.

17.52.020.A.2.

Requirements for types of buildings and uses not specifically listed herein shall be determined by the community development director, based upon the requirements of comparable uses listed.

Finding: Not Applicable. The use of the site was identified in Table 17.52.020.

17.52.020.A.3.

Where calculation in accordance with the following list results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or more shall require one space.

Finding: Complies as Proposed. The applicant used the rounding techniques identified in this Chapter.

17.52.020.A.4.

The minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

Finding: Complies with Condition. The applicant did not respond to this section. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. **The applicant can assure this standard is met through Condition of Approval 19.**

17.52.020.A.5.

A Change in use within an existing building located in the MUD Design District is exempt from additional parking requirements. Additions to an existing building or new construction in the district are required to meet the minimum parking requirements in Table 17.52.020.

Finding: Not Applicable. The proposed development does not include a change in use within the Mixed Use Downtown District.

17.52.020.B. Reduction of the Number of Automobile Spaces Required.

Reduction of the Number of Automobile Spaces Required. The required number of parking stalls may be reduced if one or more of the following is met:

1. Transit Oriented Development. The community development director may reduce the required number of parking stalls up to ten percent when it is determined that a commercial business center or multi-family project is adjacent to or within one thousand feet of an existing or planned public transit. Also, if a commercial center is within one thousand feet of a multi-family project, with over eighty units and pedestrian access, the parking requirements may be reduced by ten percent.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to transit oriented development.

2. Transportation Demand Management.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to transportation demand management. The applicant submitted a transportation analysis prepared by Kittleson and Associates which discussed the need for parking and parking calculations based on a minimum of 1.95 stalls per 1,000 gross square feet, a calculation which is not identified in the Oregon City Municipal Code. The analysis did not discuss a reduced parking demand due to alternative modes of transportation or a strategy to reduce parking onsite.

3. Shared Parking.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls due to shared parking.

4. Reduction in Parking for Tree Preservation.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls for tree preservation.

5. On-Street Parking.

Finding: Not Applicable. The applicant did not request a reduction in the parking stalls for on-street parking.

17.52.030 - Design review.

17.52.030.A. Access. *Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety. Groups of more than four parking spaces shall be so located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the city engineer.*

Finding: Complies with Condition. The proposed parking lot alteration and expansion would be accessed from a single ingress/egress on Davis Road. The application was reviewed by John Replinger of Replinger and Associates who did not identify a conflict with backing movements onto the public right-of-way (Exhibit 5).

The applicant did not propose any protected accessway for pedestrian to walk through the parking lot to safely walk from a vehicle into the hospital buildings or from the proposed East MOB building and the main hospital facility. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

17.52.030.B. Surfacing. *Required off street parking spaces and access aisles shall have paved surfaces adequately maintained. The use of pervious asphalt/concrete and alternative designs that reduce storm water runoff and improve water quality pursuant to the city's storm water and low impact development design standards are encouraged.*

Finding: Complies as Proposed. The applicant provided a site plan with an asphalt parking lot.

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

Finding: Complies with Conditions. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. **The applicant can assure this standard is met through Conditions of Approval 8-14.**

17.52.030.D. Dimensional Requirements.

1. Requirements for parking developed at varying angles are according to the table included in this section. A parking space shall not be less than seven feet in height when within a building or structure, and shall have access by an all weather surface to a street or alley. Parking stalls in compliance with the American[s] with Disabilities Act may vary in size in order to comply with the building division requirements. Up to thirty five percent of the minimum required parking may be compact, while the remaining required parking stalls are designed to standard dimensions. The community development director may approve alternative dimensions for parking stalls in excess of the minimum requirement which comply with the intent of this Chapter.

2. Alternative parking/landscaping plan. The city understands the physical constraints imposed upon small parking lots and encourages alternative designs for parking lots of less than ten parking stalls. The community development director may approve an alternative parking lot/landscaping plan with variations to the parking angle or space dimensions and landscaping standards for off street parking. The alternative shall be consistent

with the intent of this Chapter and shall create a safe space for automobiles and pedestrians while retaining landscaping to the quantity and quality found within parking lot landscaping requirements.

PARKING STANDARD
PARKING ANGLE SPACE DIMENSIONS

Parking Angle		Stall Width	Stall to Curb	Aisle Width	Curb Length	Overhang
0 degrees		8.5	9.0	12	20	0
60 degrees	Standard	9'	21'	18'	10.4'	1.7
	Compact	8'	17.9'	16'	9.2'	
90 degrees	Standard	9'	19.0'	24'	9'	1.5
	Compact	8'	16.0'	22'	8'	

Finding: Complies as Proposed. The development proposal included a site plan with 0, 60 and 90 degree parking. Each of the standard stalls complies with the dimensions required with the exception of curb to stall length which is slightly longer than the required standard.

17.52.030.E Carpool and vanpool parking.

New office and industrial developments with seventy-five or more parking spaces, and new hospitals, government offices, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

Finding: Complies with Condition. The applicant did not respond to this criterion. The proposed parking lot does not increase the parking for the hospital by 50 stalls, however, it is unknown if the remainder of the campus complies with this standard. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. **The applicant can assure this standard is met through Condition of Approval 20.**

17.52.040 Bicycle parking

17.52.040.A Purpose-Applicability. *To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all uses other than single-family dwellings or duplexes.*

Finding: Complies. The proposed development is subject to the bicycle parking standards in OCMC 17.52.040.

17.52.040.B. Number of Bicycle Spaces Required. *For any use not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the community development director is most similar to the use not specifically mentioned. Calculation of the number of bicycle parking spaces required shall be determined in the manner established in Section 17.52.020 for determining automobile parking space requirements.*

	MINIMUM BICYCLE PARKING
Hospital	1 per 20 auto spaces

Finding: Complies with Condition. The applicant submitted a transportation impact study which indicated that there are only 2 bicycles parked in the parking stalls at any given time. The number of existing and proposed bicycle parking stalls is unclear in the development proposal. Prior to issuance of permits associated with any

Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. **The applicant can assure this standard is met through Condition of Approval 21.**

17.52.040.C.

Finding: Complies with Condition. The applicant did not submit documentation regarding the location of existing and proposed bicycle parking onsite. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. **The applicant can assure this standard is met through Condition of Approval 21.**

D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary rack to which the bicycle can be locked. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue convenience.

Finding: Complies with Condition. The applicant did not submit documentation regarding the location of existing and proposed bicycle parking onsite. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. **The applicant can assure this standard is met through Condition of Approval 21.**

17.52.060 Parking lot landscaping.

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

Finding: Complies as Proposed. A site plan prepared by Vala Christensen Landscape Architect, Inc was submitted displaying landscaping throughout the proposed parking lot. The landscaping was located in defined landscaped areas that are uniformly distributed throughout the parking area.

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

Finding: Complies with Condition. The applicant submitted a revised landscaping plan dated January 31, 2012. The revised plan includes a striped area in the northeast corner of the site which is not utilized for maneuvering, parking or circulation. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. **The applicant can assure this standard is met through Condition of Approval 22.**

17.52.060.A.3. *Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade.*

Finding: Complies as Proposed. The applicant submitted a landscaping plan with 4 deciduous tree species and 1 coniferous tree species throughout the parking lot. Any alterations to the landscaping plan shall demonstrate compliance with this standard.

17.52.060.A.4. Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List;

Finding: Complies with Condition. The landscaping plan included a variety of tree sizes including 1-inch caliper, 2-inch caliper and 8-foot in height and did not identify if the landscape would be planted according to American Nurseryman Standards. Not all of the trees identified on the landscaping plan were identified on the Oregon City Street Tree List. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. **The applicant can meet this standard through Condition of Approval 23.**

17.52.060.A.5. Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance;

Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. **The applicant can assure this standard is met through Condition of Approval 24.**

17.52.060.A.6. All plant materials, including trees, shrubbery and ground cover should be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City Native Plant List are strongly encouraged and species found on the Oregon City Nuisance Plant List are prohibited.

Finding: Complies as Proposed. The applicant submitted a landscaping plan which did not include any plants on the Oregon City Nuisance Plant list.

17.52.060.A.7. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.

Finding: Complies as Proposed. The applicant submitted a transportation impacts study prepared by Julia Kuhn, PE of Kittleson and Associates which indicated pruning existing vegetation. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2). **The applicant can assure this standard is met through Condition of Approval 25.**

17.52.060.A.8. Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.

Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. **The applicant can assure this standard is met through Condition of Approval 26.**

17.52.060.B Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-Way Screening. Parking lots shall include a five-foot wide landscaped buffer where the parking lot abuts the right-of-way and/or adjoining properties. In order to provide connectivity between non-single-family sites, the community development director may approve an interruption in the perimeter parking lot landscaping for a single

driveway where the parking lot abuts property designated as multi-family, commercial or industrial. Shared driveways and parking aisles that straddle a lot line do not need to meet perimeter landscaping requirements.

1. The perimeter parking lot are[a] shall include:

- a. Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;*
- b. Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
- c. An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.*

Finding: Complies with Condition. The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included a landscaped area in excess of 5 feet wide between the parking lot and the public right-of-way and between the parking lot and the adjoining property. However, the landscaping within the landscape strip does not comply with this standard as the trees are not spaced a maximum of 35 feet, there is no note that limits bark except under the canopy of shrubs and within 2 feet of the base of trees, and the spacing of the evergreen hedge or shrubs does not comply with this standard. As the applicant has identified sufficient space for the perimeter parking lot landscaping, it is feasible that the landscaping comply with the landscaping requirement identified. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. **The applicant can assure this standard is met through Condition of Approval 27.**

17.52.060.C Parking Area/Building Buffer. *Parking areas shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:*

1. Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:

- a. Trees spaced a maximum of thirty-five feet apart;*
 - b. Ground cover such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
 - c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or*
- 2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.*

Finding: Complies with Condition. The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included a landscaped area in excess of 5 feet wide between the parking lot and the existing building on the eastern portion of the site. However, there is no note that limits bark except under the canopy of shrubs and within 2 feet of the base of trees. As the applicant has identified sufficient space for the parking area/building buffer landscaping, it is feasible that the landscaping comply with the landscaping requirement identified. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. **The applicant can assure this standard is met through Condition of Approval 28.**

17.52.060.D Interior Parking Lot Landscaping. *Surface parking lots shall have a minimum ten percent of the interior of the gross area of the parking lot devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum total site landscaping required by Section 17.62.050(1) unless otherwise permitted by*

the dimensional standards of the underlying zone district. Pedestrian walkways or any impervious surface in the landscaped areas are not to be counted in the percentage. Interior parking lot landscaping shall include:

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

b. Ground cover, such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

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

d. No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of ten feet in length.

e. Pedestrian walkways shall have shade trees spaced a maximum of every thirty-five feet in a minimum three-foot by five-foot tree wells; or

Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

Finding: Complies with Conditions. The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included 56 parking stalls with 10 interior parking lot landscaping trees. The landscaping plan includes no more than eight contiguous stalls without a landscape island and a mix of vegetation.

The spacing of shrubs within the interior parking lot landscaping does not comply with this standard and the applicant did not identify the percentage of the interior parking lot landscaping for the proposed parking lot. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. **The applicant can assure this standard is met through Condition of Approval 29.**

17.52.070 Alternative landscaping plan.

Finding: Not Applicable. The applicant has not proposed an alternative landscaping plan.

17.52.080 Maintenance *The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of the site including but not limited to the off-street parking and loading spaces, bicycle parking and all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.*

All plant growth in interior landscaped areas shall be controlled by pruning, trimming, or otherwise so that:

a. It will not interfere with the maintenance or repair of any public utility;

b. It will not restrict pedestrian or vehicular access; and

c. It will not constitute a traffic hazard due to reduced visibility.

Finding: Complies as Proposed. The applicant indicated compliance with this standard.

CHAPTER 17.62 SITE PLAN AND DESIGN REVIEW

17.62.050 Standards.

17.62.050.A.1. Landscaping, *A minimum of fifteen percent of the lot shall be landscaped. Existing native vegetation shall be retained to the maximum extent practicable. All plants listed on the Oregon City Nuisance Plant List shall be removed from the site prior to issuance of a final occupancy permit for the building.*

Finding: Complies with Condition. A site plan displaying all landscaping onsite demonstrates that 277,623 square feet of the 769,757 square foot site (36%) is landscaped. However, the site plan shows the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. **The applicant can meet this standard by complying with Condition of Approval 4.**

17.62.050.A.1.a. *Except as allowed elsewhere in the zoning and land division Chapters of this Code, all areas to be credited towards landscaping must be installed with growing plant materials. A reduction of up to twenty-five percent of the overall required landscaping may be approved by the community development director if the same or greater amount of pervious material is incorporated in the non-parking lot portion of the site plan (pervious material within parking lots are regulated in OCMC 17.52.070).*

Finding: Complies as Proposed. The applicant did not request a reduction in landscaping.

17.62.050.A.1.b. *Pursuant to Chapter 17.49, landscaping requirements within the Natural Resource Overlay District, other than landscaping required for parking lots, may be met by preserving, restoring and permanently protecting native vegetation and habitat on development sites.*

Finding: Please refer to the analysis in OCMC 17.49 of this report.

17.62.050.A.1.c. *The landscaping plan shall be prepared by a registered landscape architect and include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the Landscape area. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. The community development department shall maintain a list of trees, shrubs and vegetation acceptable for landscaping.*

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, dated January 31, 2012 prepared by Dean A Christensen, a registered landscape architect with Vala Christensen, Landscape Architect. The plan did not identify that within three years will cover one hundred percent of the Landscape area or limit mulch, bark chips, or similar materials at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. **The applicant can satisfy this standard with Condition of Approval 30.**

17.62.050.A.1.d. *For properties within the Downtown Design District, or for major remodeling in all zones subject to this Chapter, landscaping shall be required to the extent practicable up to the ten percent requirement.*

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

17.62.050.A.1.e. *Landscaping shall be visible from public thoroughfares to the extent practicable.*

Finding: Complies as Proposed. The Detailed Development Plan includes installation of a parking lot adjacent to an existing parking lot which will be upgraded. The landscaping is distributed throughout the site and is visible from the right-of-way.

17.62.050.A.1.f. *Interior parking lot landscaping shall not be counted toward the fifteen percent minimum, unless otherwise permitted by the dimensional standards of the underlying zone district.*

Finding: Not Applicable. OCMC Chapter 17.31.060.G does not prohibit the interior parking lot landscaping from being counted towards the 15% minimum.

17.62.050.A.2. *Vehicular Access and Connectivity.*

17.62.050.A.2.a. *Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.*

Finding: Complies as Proposed. The proposed parking lot is not located in front of a building location.

17.62.050.A.2.b. *Ingress and egress locations on public thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.*

Finding: Complies as Proposed. The applicant proposed a single ingress/egress for the parking lot from Davis Road.

17.62.050.A.2.c. Alleys or vehicular access easements shall be provided in the following Districts: R-2, MUC-1, MUC-2, MUD and NC zones unless other permanent provisions for access to off-street parking and loading facilities are approved by the decision-maker. The corners of alley intersections shall have a radius of not less than ten feet.

Finding: Not Applicable. The subject site is within the “MUE” Mixed Use Employment District.

17.62.050.A.2.d. On corner lots, the driveway(s) shall be located off of the side street (unless the side street is an arterial) and away from the street intersection.

Finding: Complies as Proposed. The subject site is a corner lot, with access from Davis Street, with no access from Division Street.

17.62.050.A.2.e. Sites abutting an alley shall be required to gain vehicular access from the alley.

Finding: Not Applicable. The subject site does not abut an alley.

17.62.050.A.2.f. Where no alley access is available, the development shall be configured to allow only one driveway per frontage. Shared driveways shall be required as needed to accomplish the requirements of this section. The driveway shall be located to one side of the lot and away from the center of the site. The location and design of pedestrian access from the public sidewalk shall be emphasized so as to be clearly visible and distinguishable from the vehicular access to the site. Special landscaping, paving, lighting, and architectural treatments may be required to accomplish this requirement.

Finding: Complies as Proposed. The parking lot alteration includes three frontages and a single driveway located on Davis Street.

17.62.050.A.2.g. Development of large sites (more than two acres) shall be required to provide existing or future connections to adjacent sites through the use of a vehicular and pedestrian access easements where applicable.

Finding: Complies with Condition. The Master Plan utilizes access across adjacent parcels, but it is unknown if an easement existing to provides such access. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. **The applicant can satisfy this standard with Condition of Approval 31.**

17.62.050.A.2.h. Parking garage entries (both individual, private and shared parking garages) shall not dominate the streetscape. They shall be designed and situated to be ancillary to the use and architecture of the ground floor. This standard applies to both public garages and any individual private garages, whether they front on a street or private interior access road.

Finding: Not Applicable. The applicant has not proposed to construct a parking garage with the proposed development.

17.62.050.A.2.i. Buildings containing above-grade structured parking shall screen such parking areas with landscaping or landscaped berms, or incorporate contextual architectural elements that complement adjacent buildings or buildings in the area. Upper level parking garages shall use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.

Finding: Not Applicable. The applicant has not proposed to construct a structured parking lot.

17.62.050.A.3. Building structures shall be complimentary to the surrounding area. All exterior surfaces shall present a finished appearance. All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades or decking shall be prohibited.

Finding: Complies as Proposed. The applicant has not proposed to construct any buildings with the proposed development. The development application includes an upgrade an expansion of a nonconforming parking lot which will comply with the parking lot standards within the Oregon City Municipal Code.

17.62.050.A.4. This standard requires that grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.

Finding: Complies with Conditions. The applicant noted that a minimum amount of grading is required for this project. The grading shall be reviewed by the Development Services Department upon submission of a grading permit onsite. All grading activities shall comply with Chapter 3 of the City of Oregon City Stormwater and Grading Design Standards. In addition, the applicant shall comply with Engineering Policy 00-01. **The applicant can meet this standard through Conditions of Approval 6 and 11.**

17.62.050.A.5. This section requires that development subject to the requirements of the Geologic Hazard overlay district shall comply with the requirements of that district.

Finding: Please refer to the analysis in Chapter 17.44 of this report.

17.62.050.A.6. Drainage shall be provided in accordance with city's drainage master plan, Chapter 13.12, and the public works stormwater and grading design standards.

Finding: Complies with Conditions. Stormwater mains exist bordering the site. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the Applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. The use of Lynch-style catch basins for water quality is required for all new/revised parking lots. Stormwater detention is required. Water quality treatment will be achieved by means of any number of water quality features such as green roofs, vegetated swale, flow-thru planter box, or other LID system that will be designed per City of Oregon City Design Standards. **The applicant can meet this standard through Conditions of Approval 8, 9, 10, 11 and 12.**

17.62.050.A.7. This standard requires the development shall comply with City's parking standards as provided in Chapter 17.52.

Finding: Please see the analysis in Chapter 17.52 of this report.

17.62.050.A.8. This section requires that sidewalks and curbs shall be provided in accordance with the city's standards.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i within this report.

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

Pathways between all building entrances and the street are required. Pathways between the street and buildings fronting on the street shall be direct. Exceptions may be allowed by the director where steep slopes or protected natural resources prevent a direct connection or where an indirect route would enhance the design and/or use of a common open space.

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe

access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. Per OCMC Chapter 17.58, the applicant is required to review and upgrade the existing pedestrian circulation onsite with Phase 2 and 3 of the Master Plan. **The applicant can meet this standard by complying with condition of approval 7.**

17.62.050.A.9.b. *The pedestrian circulation system shall connect all main entrances on the site. For buildings fronting on the street, the sidewalk may be used to meet this standard. Pedestrian connections to other areas of the site, such as parking areas, recreational areas, common outdoor areas, and any pedestrian amenities shall be required.*

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

17.62.050.A.9.c. *Elevated external stairways or walkways, that provide pedestrian access to multiple dwelling units located above the ground floor of any building are prohibited. The community development director may allow exceptions for external stairways or walkways located in, or facing interior courtyard areas provided they do not compromise visual access from dwelling units into the courtyard.*

Finding: Not Applicable. The site does not contain a dwelling unit.

17.62.050.A.9.d. *The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.*

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

17.62.050.A.9.e. *The pedestrian circulation system shall connect the principal building entrance to those of buildings on adjacent commercial and residential sites where practicable. Walkway linkages to adjacent developments shall not be required within industrial developments or to industrial developments or to vacant industrially-zoned land.*

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

17.62.050.A.9.f. *On-site pedestrian walkways shall be hard surfaced, well drained and at least five feet wide. Surface material shall contrast visually to adjoining surfaces. When bordering parking spaces other than spaces for parallel parking, pedestrian walkways shall be a minimum of seven feet in width unless curb stops*

are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel. Pedestrian walkways that cross drive isles or other vehicular circulation areas shall utilize a change in textual material or height to alert the driver of the pedestrian crossing area.

Finding: Complies with Condition. The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

17.62.050.A.10. *This standard requires adequate means to ensure continued maintenance and necessary normal replacement of common facilities and areas, drainage ditches, streets and other ways, structures, recreational facilities, landscaping, fill and excavation areas, screening and fencing, groundcover, garbage storage areas and other facilities not subject to periodic maintenance by the city or other public agencies.*

Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. **The applicant can meet this standard by complying with condition of approval 32.**

17.62.050.A.11. *This standard requires that site planning shall conform to the requirements of Oregon City Municipal Code Chapter 17.41—Tree Protection.*

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

17.62.050.A.12. *This standard requires compliance with the Natural Resource Overlay District when applicable.*

Finding: Please refer to the analysis in Chapter 17.49 of this report.

17.62.050.A.13. *This standard requires that all development shall maintain compliance with applicable Federal, State, and City standards pertaining to air, water, odor, heat, glare, noise and vibration, outdoor storage, and toxic material.*

Finding: Complies as Proposed. The applicant indicted compliance with this standard.

17.62.050.A.14. *Adequate public water and sanitary sewer facilities sufficient to serve the proposed or permitted level of development shall be provided. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development. Service providers shall be presumed correct in the evidence, which they submit. All facilities shall be designated to city standards as set out in the city's facility master plans and public works design standards. A development may be required to modify or replace existing off-site systems if necessary to provide adequate public facilities. The city may require over sizing of facilities where necessary to meet standards in the city's facility master plan or to allow for the orderly and efficient provision of public facilities and services. Where over sizing is required, the developer may request reimbursement from the city for over sizing based on the city's reimbursement policy and fund availability, or provide for recovery of costs from intervening properties as they develop.*

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.C.3 of this report.

17.62.050.A.15. *This standard requires that all traffic related impacts should be mitigated. The traffic mitigation elements may include adequate right-of-way improvements, pedestrian ways, and bike routes. The proposal shall demonstrate consistency with the Oregon City Transportation System Plan (TSP).*

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

17.62.050.A.16. If Tri-Met, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, bus landing pad or transit stop connection be constructed at the time of development, the review authority shall require such improvement, using designs supportive of transit use.

Finding: Complies as Proposed. Transit operates on the abutting portion of Division Street, with a bus stop adjacent to the site. The applicant submitted comments from Tri-Met confirming the location of the transit stop as appropriate. No concerns regarding the application were expressed.

17.62.050.A.17. This standard requires that all utilities shall be placed underground.

Finding: Complies as Proposed. The applicant indicated that all utilities would be placed underground.

17.62.050.A.18. Access and facilities for physically handicapped people shall be incorporated into the site and building design consistent with applicable federal and state requirements, with particular attention to providing continuous, uninterrupted access routes.

Finding: Complies as Proposed. The Building Division will review the proposal for compliance with applicable building codes upon submission of a building permit application.

17.62.050.A.19. This standard requires minimum densities for residential developments.

Finding: Not Applicable. This project is not a residential development.

17.62.050.A.20. Screening of Mechanical Equipment:

Finding: Not Applicable. The applicant did not propose to install mechanical equipment with the proposed development.

17.62.050.A.21. Building Materials.

Finding: Not Applicable. The development proposal does not include construction of a building.

17.62.050.A.22. Conditions of Approval. The review authority may impose such conditions as it deems necessary to ensure compliance with these standards and other applicable review criteria.

Finding Complies. As demonstrated within this report, the proposal will comply with the standards of the Oregon City Municipal Code with conditions.

17.62.055 - Institutional and commercial building standards.

17.62.055.B. Applicability. In addition to Section 17.62.050 requirements, institutional and commercial buildings shall comply with design standards contained in this section.

Finding: Applicable. The subject site is developed as a hospital within the Mixed Use Employment District.

17.62.055.C. Relationship between zoning district design standards and requirements of this section.

17.62.055.C.1. Building design shall contribute to the uniqueness of the underlying zoning district by applying appropriate materials, elements, features, color range and activity areas tailored specifically to the site and its context.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.C.2 A standardized prototype or franchise design shall be modified if necessary to meet the provisions of this section.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.C.3. *In the case of a multiple building development, each individual building shall include predominant characteristics, architectural vocabulary and massing shared by all buildings in the development so that the development forms a cohesive place within the underlying zoning district or community.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.C.4 *With the exception of standards for building orientation and building front setbacks, in the event of a conflict between a design standard in this section and a standard or requirement contained in the underlying zoning district, the standard in the zoning district shall prevail.*

Finding: Not Applicable. A conflict between the design standards and a standard in the underlying district does not exist.

17.62.055.C.5 *On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D.*

Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. **The applicant can meet this standard by complying with Condition of Approval 33.**

17.62.055.D.1 *Relationship of Buildings to Streets and Parking.*

Finding: Not Applicable. The Master Plan included approximate locations of future structures and additions which appear to demonstrate greater compliance with this standard. Future phases of the Master Plan shall be reviewed for compliance with this standard. The applicant did not propose to construct a new building with the Detailed Development Plan.

17.62.055.D.2 *The front most architecturally significant facade shall be oriented toward the street and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.D.3 *Entryways.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.D.4 *Where additional stores will be located in the large retail establishment, each such store shall have at least one exterior customer entrance, which shall conform to the same requirements.*

Finding: Not Applicable. The proposed development is not within a large retail establishment.

17.62.055.D.5 *Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk. Awnings shall be no longer than a single storefront.*

Finding: Not Applicable. The applicant has not proposed to construct a trellis, canopy or awning into the public right-of-way.

17.62.055.E *Corner Lots.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the Detailed Development Plan for Phase 1 of the Master Plan. All future construction shall demonstrate compliance with this standard.

17.62.055.F *Commercial First Floor Frontage.*

In order to ensure that the ground floor of structures have adequate height to function efficiently for retail uses, the first floor height to finished ceiling of new infill buildings in the mixed use and neighborhood commercial districts shall be no lower than fourteen feet floor to floor. Where appropriate, the exterior facade at the ceiling level of new structures shall include banding, a change of materials or relief which responds to the cornice lines and window location of existing buildings that abut new structures.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.G. *Variation in Massing.*

A single, large, dominant building mass shall be avoided in new buildings and, to the extent reasonably feasible, in development projects involving changes to the mass of existing buildings.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.H *Minimum Wall Articulation.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.I. *Facade Transparency.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.J *Roof Treatments.*

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.055.K *Drive-through facilities shall:*

- 1. Be located at the side or rear of the building.*
- 2. Be designed to maximize queue storage on site.*

Finding Not Applicable. The proposed development does not include the installation of a drive through facility.

17.62.065 *Outdoor Lighting*

17.62.065 .B *Applicability.*

Finding: Complies. The applicant proposed to install exterior lighting with this proposed development. The development is subject to the standards in OCMC 17.62.065.

17.62.065 .C *General Review Standard. If installed, all exterior lighting shall meet the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. For purposes of this section, properties that comply with the design standards of subsection D. below shall be deemed to not adversely affect adjacent properties or the community.*

Finding: Refer to the analysis in 17.62.065.D within this report.

17.62.065 .D *Design and Illumination Standards.*

General Outdoor Lighting Standard and Glare Prohibition.

17.62.065 .D.1 Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 footcandle to illumination levels at any point off-site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:

Finding: Complies as Proposed. The applicant submitted a photometric plan for the proposed lighting alterations within the parking lot (Exhibit 2). The plan did not identify glare on adjacent properties more than 0.5 footcandles.

17.62.065 .D.2 Any light source or lamp that emits more than nine hundred lumens (thirteen watt compact fluorescent or sixty watt incandescent) shall be concealed or shielded with a full cut-off style fixture in order to minimize the potential for glare and unnecessary diffusion on adjacent property. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungsten-halogen), or high pressure sodium with a color rendering index above seventy.

Finding: Complies as Proposed. The applicant indicated compliance with this criterion.

17.62.065 .D.3 The maximum height of any lighting pole serving a multi-family residential use shall be twenty feet. The maximum height serving any other type of use shall be twenty-five feet, except in parking lots larger than five acres, the maximum height shall be thirty-five feet if the pole is located at least one hundred feet from any residential use.

Finding: Not Applicable. The applicant did not propose multi-family residential development.

17.62.065 .D.4 Lighting levels:

Table 1-17.62.065. Foot-candle Levels

Location	Max
Pedestrian Walkways	7:1 max/min ratio
Pedestrian Walkways in Parking Lots	10:1 max/min ratio
Pedestrian Accessways	7:1 max/min ratio
Building Entrances	
Bicycle Parking Areas	
Abutting property	.05

Finding: Complies with Condition. The applicant submitted a photometric plan which appeared to comply with the lighting levels identified in OCMC 17.62.065. However, the applicant is required to install a pedestrian walkway within the proposed parking lot. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. **The applicant can meet this standard through Condition of Approval 34.**

17.62.065 .D .5 Parking lots and other background spaces shall be illuminated as unobtrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.

Finding: Please refer to the analysis in 17.62.065.D.4.

17.62.065 .D .6 Any on-site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1.

Finding: Please refer to the analysis in 17.62.065.D.4.

17.62.065 .D.7 Pedestrian Accessways. To enhance pedestrian and bicycle safety, pedestrian accessways required pursuant to OCMC 12.28 shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances. Lamps shall include a high-pressure sodium bulb with an unbreakable lens.

Finding: Complies with Condition. The development proposal did not include installation of a pedestrian accessway. However, as demonstrated within this report the applicant is required to install a pedestrian walkway within the proposed parking lot. Prior to issuance of a building permit associated with the development the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. **The applicant can meet this standard through Condition of Approval 34.**

17.62.065 .D.8 Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.

Finding: Not Applicable. No floodlights are proposed.

17.62.065 .D.9 Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.

Finding: Not Applicable. No canopy lighting is proposed.

17.62.065 .D.10 The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the site.

Finding: Complies as Proposed. The applicant indicated that the proposed fixtures match the existing fixtures onsite.

17.62.065 .D.11 In no case shall exterior lighting add more than one foot-candle to illumination levels at any point off-site.

Finding: Complies as Proposed. The applicant submitted a photometric plan for the proposed lighting alterations within the parking lot (Exhibit 2). The plan did not identify glare on adjacent properties more than 0.5 footcandles.

17.62.065 .D .12 All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.

Finding: Complies as Proposed. The applicant indicated that all outdoor lighting in this application is for the purposes of security and ease of use for the parking lot.

17.62.065 .D.13 Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a narrow cone beam of light that will not extend beyond the illuminated object.

Finding: Not Applicable. No flags, statues, or any other objects mounted on a pole, pedestal, or platform are proposed.

17.62.065 .D.14 For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.

Finding: Not Applicable. No upward directed lighting is proposed.

17.62.065 .D.15 No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.

Finding: Complies as Proposed. The applicant indicated that no flickering or flashing lights are proposed.

17.62.065 .D.16 Wireless Sites.

Finding: Not Applicable. This section relates to wireless sites, and does not apply.

17.62.065 .D .17 Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, provided that such uses comply with the following standards:

i. *Maximum permitted light post height: eighty feet.*

ii . *Maximum permitted illumination at the property line: 0.5 foot-candles*

Finding: Not Applicable. This section applies to outdoor recreation sites, and does not apply.

17.62.080 Special Development along Transit Streets

17.62.080.B. Applicability. *Except as otherwise provide in this section, the requirements of this section shall apply to the construction of new retail, office and institutional buildings which front on a transit street.*

Finding: Complies. The abutting portion of Division Street which supports bus routes.

17.62.080.C

1. All buildings shall have at least one main building entrance oriented towards the transit street. A main building entrance is oriented toward a transit street if it is directly located on the transit street, or if it is linked to the transit street by an on-site pedestrian walkway that does not cross off-street parking or maneuvering areas.

a. *If the site has frontage on more than one transit street, or on a transit street and a street intersecting a transit street, the building shall provide one main building entrance oriented to the transit street or to the corner where the two streets intersect.*

b. *For building facades over three hundred feet in length on a transit street, two or more main building entrances shall be provided as appropriate and oriented towards the transit street.*

2. Main building entrances shall be well lighted and visible from the transit street. The minimum lighting level for building entries shall be three foot-candles. Lighting shall be a pedestrian scale with the source light shielded to reduce glare.

3. In the event a requirement of this section conflicts with other requirements in Title 17, the requirements of this section shall control.

Finding: Not Applicable. The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

17.62.080.D Exemptions. *The following permitted uses are exempted from meeting the requirements of subsection C. of this section:*

1. *Heavy equipment sales;*

2. *Motor vehicle service stations, including convenience stores associated therewith;*

3. *Solid waste transfer stations; and*

4. *Truck stops, including convenience stores, eating or drinking establishments, overnight accommodations or other similar services associated therewith. A use found by the community development director to be similar to the exempt uses above.*

Finding: Not Applicable. The applicant has not proposed an exempted use.

17.62.085 Refuse and Recycling Standards for commercial, industrial and multi-family developments

The purpose and intent of these provisions is to provide an efficient, safe and convenient refuse and recycling enclosure for the public as well as the local collection firm. All new development, change in property use, expansions or exterior alterations to uses other than single-family or duplex residences shall include a refuse and recycling enclosure.

Finding: Not Applicable. The subject site utilized as a hospital, an institutional site which is no subject to this standard.

Chapter 12.04 STREETS, SIDEWALKS AND PUBLIC PLACES

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

Finding: Complies with Condition. The adjacent right-of-way is under the jurisdiction of Oregon City. The City has approved all changes to the right-of-way identified within this report. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. **The applicant can meet this standard through Condition of Approval 37.**

12.04.010 Construction specifications – improved streets

All sidewalks hereafter constructed in the city on improved streets shall be constructed to city standards and widths required in the Oregon City Transportation System Plan. The curb shall be constructed at the same time as the construction of the sidewalk and shall be located as provided in the ordinance authorizing the improvement of said street next proceeding unless otherwise ordered by the city commission. Both sidewalks and curbs are to be constructed according to plans and specifications provided by the city engineer.

Finding: Complies as Proposed. The applicant indicated compliance the Oregon City street design standards.

12.04.020 Construction specification – unimproved streets

Finding: Not Applicable. The site does not abut an unimproved street.

12.04.025 Street design – Curb cuts

Finding: Complies as Proposed. The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis Road. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

12.04.030 – Maintenance and repair

The owner of land abutting the street where a sidewalk has been constructed shall be responsible for maintaining said sidewalk and abutting curb, if any, in good repair.

Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.031 Liability for sidewalk injuries

A. *The owner or occupant of real property responsible for maintaining the adjacent sidewalk shall be liable to any person injured because of negligence of such owner or occupant in failing to maintain the sidewalk in good condition.*

B. *If the city is required to pay damages for an injury to persons or property caused by the failure of a person to perform the duty that this ordinance imposes, the person shall compensate the city for the amount of the damages paid. The city may maintain an action in a court of competent jurisdiction to enforce this section.*

Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.032 Required sidewalk repair

A. *When the public works director determines that repair of a sidewalk is necessary he or she shall issue a notice to the owner of property adjacent to the sidewalk.*

B. *The notice shall require the owner of the property adjacent to the defective sidewalk to complete the repair of the sidewalk within ninety days after the service of notice. The notice shall also state that if the repair is not made by the owner, the City may do the work and the cost of the work shall be assessed against the property adjacent to the sidewalk.*

C. *The public works director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the public works director shall cause a*

copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.

D. The person serving the notice shall file with the city recorder a statement stating the time, place and manner of service or notice.

Finding: Complies as Proposed. The adjacent right-of-way is under the jurisdiction of Oregon City. The City has approved all changes to the right-of-way identified within this report.

12.04.033 city may do work

If repair of the sidewalk is not completed within ninety days after the service of notice, the public works director shall carry out the needed work on the sidewalk. Upon completion of the work, the public works director shall submit an itemized statement of the cost of the work to the finance director. The city may, at its discretion, construct, repair or maintain sidewalks deemed to be in disrepair by the public works director for the health, safety and general welfare of the residents of the city.

Finding: Not Applicable. The City has not proposed to do sidewalk repairs with this development.

12.04.034 Assessment of costs

Upon receipt of the report, the finance director shall assess the cost of the sidewalk work against the property adjacent to the sidewalk. The assessment shall be a lien against the property and may be collected in the same manner as is provided for in the collection of street improvement assessment.

Finding: Not Applicable. The City has not proposed to do sidewalk repairs with this development.

12.04.040 Streets - Enforcement

Any person whose duty it is to maintain and repair any sidewalk, as provided by this Chapter, and who fails to do so shall be subject to the enforcement procedures of Chapters 1.16, 1.20 and 1.24. Failure to comply with the provisions of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Not Applicable. The subject site is not under enforcement action at this time.

12.04.045 Street design – Constrained local streets and/or rights-of-way

Finding: Not Applicable. No constrained streets are proposed or required.

12.04.050 Retaining walls - Required

Every owner of a lot within the city, abutting upon an improved street, where the surface of the lot or tract of land is above the surface of the improved street and where the soil or earth from the lot, or tract of land is liable to, or does slide or fall into the street or upon the sidewalk, or both, shall build a retaining wall, the outer side of which shall be on the line separating the lot, or tract of land from the improved street, and the wall shall be so constructed as to prevent the soil or earth from the lot or tract of land from falling or sliding into the street or upon the sidewalk, or both, and the owner of any such property shall keep the wall in good repair.

Finding: Not Applicable. The applicant did not propose to install a retaining wall in the public right-of-way. Future retaining walls within the right-of-way are subject to compliance with this standard.

12.04.060 Retaining walls- Maintenance

When a retaining wall is necessary to keep the earth from falling or sliding onto the sidewalk or into a public street and the property owner or person in charge of that property fails or refuses to build such a wall, such shall be deemed a nuisance. The violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Not Applicable. The applicant did not propose to install a retaining wall in the public right-of-way.

12.04.070- Removal of sliding dirt.

It shall be the duty of the owner of any property as mentioned in Section 12.04.050, and in case the owner is a nonresident, then the agent or other person in charge of the same, to remove from the street or sidewalk or both

as the case may be, any and all earth or dirt falling on or sliding into or upon the same from the property, and to build and maintain in order at all times, the retaining wall as herein required; and upon the failure, neglect or refusal of the land owner, the agent or person in charge of the same to clean away such earth or dirt, falling or sliding from the property into the street or upon the sidewalk, or both, or to build the retaining wall, shall be deemed guilty of a misdemeanor.

Finding: Not Applicable. The applicant has not proposed and is not required to remove sliding dirt with this application.

12.04.080 - Excavations—Permit required.

It shall be unlawful for any person to dig up, break, excavate, disturb, dig under or undermine any public street or alley, or any part thereof or any macadam, gravel, or other street pavement or improvement without first applying for and obtaining from the engineer a written permit so to do.

Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.090 - Excavations—Permit restrictions.

The permit shall designate the portion of the street to be so taken up or disturbed, together with the purpose for making the excavation, the number of days in which the work shall be done, and the trench or excavation to be refilled and such other restrictions as may be deemed of public necessity or benefit.

Finding: Not Applicable. The City shall review a permit upon submittal.

12.04.095 - Street Design—Curb Cuts.

To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents

Finding: Complies as Proposed. The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

12.04.100 - Excavations—Restoration of pavement.

Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to put the street or alley in as good condition as it was before it was so broken, dug up or disturbed, and shall remove all surplus dirt, rubbish, or other material from the street or alley.

Finding: Applies. The applicant is subject to this standard.

12.04.110 - Excavations—Nuisance—Penalty.

Any excavation in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Not Applicable. All excavations will comply with this Chapter via the conditions of approval.

12.04.120 - Obstructions—Permit required.

Finding: Not Applicable. The applicant has not proposed an obstruction within the right-of-way in this application.

12.04.130 - Obstructions—Sidewalk sales.

A. *It is unlawful for any person to use the public sidewalks of the city for the purpose of packing, unpacking or storage of goods or merchandise or for the display of goods or merchandise for sale. It is permissible to use the public sidewalks for the process of expeditiously loading and unloading goods and merchandise.*

B. *The city commission may, in its discretion, designate certain areas of the city to permit the display and sale of goods or merchandise on the public sidewalks under such conditions as may be provided.*

Finding: Not Applicable. The applicant has not proposed a sidewalk sale with this application.

12.04.140 - Obstructions—Nuisance—Penalty.

Any act or omission in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

Finding: Complies. The applicant is subject to compliance with OCMC Chapter 12.04.

12.04.150 - Street and alley vacations—Cost.

At the time of filing a petition for vacation of a street, alley or any part thereof, a fee as established by city commission resolution shall be paid to the city.

Finding: Not Applicable. The applicant has not proposed a street or alley vacation with this application.

12.04.160 - Street vacations—Restrictions.

The commission, upon hearing such petition, may grant the same in whole or in part, or may deny the same in whole or in part, or may grant the same with such reservations as would appear to be for the public interest, including reservations pertaining to the maintenance and use of underground public utilities in the portion vacated.

Finding: Not Applicable. The applicant has not proposed a street or alley vacation with this application.

12.04.170 - Street design—Purpose and general provisions.

All development shall be in conformance with the policies and design standards established by this Chapter and with applicable standards in the city's public facility master plan and city design standards and specifications. In reviewing applications for development, the city engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development must be reviewed and approved by the city engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.

Finding: Complies as Proposed. The applicant indicated compliance the Oregon City street design standards.

12.04.175 - Street design—Generally.

The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. Where location is not shown in the development plan, the arrangement of streets shall either:

A. *Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;*

B. *Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Access control in accordance with section 12.04.200 shall be required to preserve the objectives of street extensions.*

Finding: The site is currently developed with existing sidewalks on the development areas except along the northern part of the parking lot expansion. Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for each phase.

12.04.180 - Street design—Minimum right-of-way.

All development shall provide adequate right-of-way and pavement width. Adequate right-of-way and pavement width shall be provided by:

A. *Complying with the street design standards contained in the table provided in Chapter 12.04. The street design standards are based on the classification of streets that occurred in the Oregon City Transportation*

System Plan (TSP), in particular, the following TSP figures provide the appropriate classification for each street in Oregon City: Figure 5-1: Functional Classification System and New Roadway Connections; Figure 5-3: Pedestrian System Plan; Figure 5.6: Bicycle System Plan; and Figure 5.7: Public Transit System Plan. These TSP figures from the Oregon City Transportation System Plan are incorporated herein by reference in order to determine the classification of particular streets.

Table 12.04.020 STREET DESIGN STANDARDS		
Type of Street	Maximum Right-of-Way Width	Pavement Width
Major arterial	124 feet	98 feet
Minor arterial	114 feet	88 feet
Collector street	86 feet	62 feet
Neighborhood Collector street	81 feet	59 feet
Local street	54 feet	32 feet
Alley	20 feet	16 feet

B. The applicant may submit an alternative street design plan that varies from the street design standards identified above. An alternative street design plan may be approved by the city engineer if it is found the alternative allows for adequate and safe traffic, pedestrian and bicycle flows and transportation alternatives and protects and provides adequate multi-modal transportation services for the development as well as the surrounding community.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report for full details of required improvements for each phase.

12.04.185 - Street design—Access control.

A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the city as a city controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.

B. The city may grant a permit for the adjoining owner to access through the access control.

C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."

A. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."

Finding: Complies as Proposed. The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

12.04.190 - Street design—Alignment.

The centerline of streets shall be:

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

A. Offset from the centerline by no more than ten feet, provided appropriate mitigation, in the judgment of the city engineer, is provided to ensure that the offset intersection will not pose a safety hazard.

Finding: Not Applicable. The applicant has not proposed a street alignment with this application.

12.04.195 - Minimum street intersection spacing standards.

Finding: Not Applicable. The applicant has not proposed and is not required to install a new intersection with this development.

12.04.200 - Street design—Constrained local streets and/or rights-of-way.

Finding: Not Applicable. The development proposal does not include a constrained street.

12.04.205 - Intersection level of service standards.

When reviewing new developments, the City of Oregon City requires all relevant intersections to be maintained at the minimum acceptable Level Of Service (LOS) upon full build-out of the proposed development. The minimum acceptable LOS standards are as follows:

A. For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.

B. For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.

C. For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

12.04.210 - Street design—Intersection angles.

Finding: Not Applicable. The applicant has not proposed and is not required to redesign an intersection.

12.04.215 - Street design—Off-site street improvements.

During consideration of the preliminary plan for a development, the decision maker shall determine whether existing streets impacted by, adjacent to, or abutting the development meet the city's applicable planned minimum design or dimensional requirements. Where such streets fail to meet these requirements, the decision-maker shall require the applicant to make proportional improvements sufficient to achieve conformance with minimum applicable design standards required to serve the proposed development.

Finding: Not Applicable. The applicant has not proposed and the City is not requiring off-site improvements.

12.04.220 - Street design—Half street.

Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker must first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant must construct an additional ten feet of pavement width so as to make the half street safe and usable until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access control as described in [Section] 12.04.200 may be required to preserve the objectives of half streets.

Finding: Not Applicable. A half street is not proposed or existing adjacent to the site.

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

Finding: Not Applicable. A cul-de-sac or dead end is not proposed or required.

12.04.230 - Street design—Street names.

Finding: Not Applicable. A new street is not proposed or existing with the proposed development.

12.04.235 - Street design—Grades and curves.

Grades and center line radii shall conform to the standards in the city's street design standards and specifications.

Finding: Not applicable. A new street is not proposed with the proposed development.

12.04.240 - Street design—Development abutting arterial or collector street.

Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.

Finding: Complies with Condition. The applicant has not proposed and the City has not requiring the applicant to change the location of the existing accessways with this development. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. **The applicant can meet this standard through Condition of Approval 37.**

12.04.245 - Street design—Pedestrian and bicycle safety.

Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.

All crosswalks shall include a large vegetative or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The decision maker may approve an alternative design that achieves the same standard for constrained sites or where deemed unnecessary by the city engineer.

Finding: The site is currently developed sidewalks on all frontages except along the northern half of the proposed parking lot expansion. The applicant proposes to install the missing sidewalk as part of Phase 1. Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for Phase 1.

12.04.255 - Street design—Alleys.

Finding: Not Applicable. The applicant has not proposed to install a new alley with this application.

12.04.260 - Street design—Transit.

Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with Tri-Met where the application impacts transit streets as identified on Figure 5.7: Public Transit System Plan of the Oregon City Transportation System Plan. Pedestrian/bicycle access ways shall be provided as necessary in conformance with the requirements in Section 17.90.220 of this code and Chapter 12.24 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.

Finding: Not Applicable. The applicant has not proposed and is not required to install transit improvements.

12.04.265 - Street design—Planter strips.

All development shall include vegetative planter strips that are five feet in width or larger and located adjacent to the curb. This requirement may be waived or modified if the decision maker finds it is not practicable. The decision maker may permit constrained sites to place street trees on the abutting private property within 10 feet

of the public right-of-way if a covenant is recorded on the title of the property identifying the tree as a city street tree which is maintained by the property owner. Development proposed along a collector, minor arterial, or major arterial street may use tree wells with root barriers located near the curb within a wider sidewalk in lieu of a planter strip, in which case each tree shall have a protected area to ensure proper root growth and reduce potential damage to sidewalks, curbs and gutters.

To promote and maintain the community tree canopy adjacent to public streets, trees shall be selected and planted in planter strips in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining healthy and attractive trees and vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction.

Finding: Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for each phase including the planter strip and street tree requirements.

12.04.270 - Standard construction specifications.

The workmanship and materials for any work performed under permits issued per this Chapter shall be in accordance with the edition of the "Standard Specifications for Public Works Construction," as prepared by the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city, in effect at the time of application. The exception to this requirement is where this Chapter and the Public Works Street Design Drawings provide other design details, in which case the requirements of this Chapter and the Public Works Street Design Drawings shall be complied with. In the case of work within ODOT or Clackamas County rights-of-way, work shall be in conformance with their respective construction standards.

Finding: Complies as Proposed. The applicant indicated compliance the Oregon City street design standards.

Chapter 12.08 PUBLIC AND STREET TREES

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 with Condition. The applicant submitted a revised landscaping plan, for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan, dated January 31, 2012, identifying the location of street trees, but not identifying the species. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species within the size of the tree well. **The applicant can meet this standard through Condition of Approval 23.**

12.08.015.A *One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage. The community development director may approve an alternative street tree plan if site or other constraints prevent meeting the placement of one street tree per thirty-five feet of property frontage.*

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, dated January 31, 2012, for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan. The landscaping plan identified less than 1 street tree for every 35 feet of frontage along the Division Street and Penn Lane frontages.

It is feasible that the applicant revise the landscaping plan to include the proper amount of street trees required along each frontage. The parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan extends along the entire Division Street frontage and along a portion of the Penn Lane frontage. The landscaping plan displays the appropriate number of trees abutting the parking lot on the Penn Lane frontage however, the street improvements, including street trees along eastern portion of the frontage where the future Medical Office Building is identified to be constructed in Phase 3. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot be met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

12.08.015.B *The following clearance distances shall be maintained when planting trees:*

1. Fifteen feet from streetlights;
2. Five feet from fire hydrants;
3. Twenty feet from intersections;
4. A minimum of five feet (at mature height) below power lines.

Finding: Complies with Condition. The applicant is required to revise the location of the street trees adjacent to the parking lot. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

12.08.015.C *All trees shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications.*

Finding: Complies as Proposed. The street trees proposed are 2-inches in caliper.

12.08.015.D *All established trees shall be pruned tight to the trunk to a height that provides adequate clearance for street cleaning equipment and ensures ADA complaint clearance for pedestrians.*

Finding: Complies with Condition. The applicant did not provide a response to this criterion. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

12.08.020 - *Street tree species selection.*

The community development director may specify the species of street trees required to be planted if there is an established planting scheme adjacent to a lot frontage, if there are obstructions in the planting strip, or if overhead power lines are present.

Finding: Complies with Condition. The applicant submitted a revised landscaping plan, dated January 31, 2012 identifying the location of street trees, but not identifying the species. Prior to issuance of a permit associated with the site, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species within the size of the tree well. **The applicant can meet this standard through Condition of Approval 23.**

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 respond to this section. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

12.08.030 - *Public property tree maintenance.*

The city shall have the right to plant, prune, maintain and remove trees, plants and shrubs in all public rights-of-way and public grounds, as may be necessary to ensure public safety or to preserve and enhance the symmetry or other desirable characteristics of such public areas. The natural resources committee may recommend to the community development director the removal of any tree or part thereof which is in an unsafe condition, or which by reason of its nature is injurious to above or below-ground public utilities or other public improvements.

Finding: Complies with Condition. The applicant did not respond to this section. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

12.08.035 - *Public tree removal.*

Finding: Not Applicable. The applicant did not propose and is not required to remove any street trees with this application. The applicant shall submit an application for street tree removal if any street trees are required to be removed to accommodate the proposed construction or conditions of approval.

12.08.040 - *Heritage Trees and Groves.*

Finding: Not Applicable. The applicant does not have any designated heritage trees or groves onsite and is not proposing or required to designate any trees.

12.08.045 - *Gifts and funding.*

Finding: Not Applicable. The applicant has not proposed and the City has not required any gift or funding for street trees.

12.08.050 - *Violation—Penalty.*

The violation of any provision of this Chapter shall be constitute a civil infraction, subject to code enforcement procedures of Chapter 1.16 and/or Chapter 1.20.

Finding: Not Applicable. This application does not include a violation.

CHAPTER 17.54.100 SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS- FENCE, HEDGE & WALLS

Finding: Not Applicable. The applicant has not requested to install a fence, hedge or wall onsite. All future fences, hedges and walls shall be subject to review for compliance with the Oregon City Municipal Code.

CHAPTER 17.58 NONCONFORMING USES, STRUCTURES AND LOTS

Finding: Complies with Condition. The site is currently nonconforming as it does not comply with the current standards for parking lot landscaping, etc. OCMC Chapter 17.58.040.C.2.a requires upgrades to nonconforming portions of the site for additions and exterior alterations more than \$75,000. Per OCMC 17.58, ten percent of the project cost shall be allocated to assuring compliance with pedestrian circulation systems, minimum perimeter parking lot landscaping, minimum interior parking lot landscaping, minimum site landscaping requirements, bicycle parking by upgrading existing racks and providing additional spaces,

screening, and paving of surface parking and exterior storage and display areas. Depending on the cost of construction, it is anticipated that all of the aforementioned nonconforming items would be upgraded within the Master Plan.

The applicant proposed to upgrade an existing parking lot to comply with all standards of the Oregon City Municipal Code with phase 1 of the Master Plan. The nonconforming portions of the site will be reviewed upon review of subsequent Detailed Development Plans implementing Phases 2 and 3. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 36.**

RECOMMENDATION:

Based on the analysis and findings as described above, Staff recommends the Planning Commission conditionally approve Planning files CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment for the properties located at Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201.

EXHIBITS:

1. Vicinity Map
2. Applicant's Narrative and Site Plan (On-File)
3. Staff Report for Conditional Use file CU 03-03
4. Staff Report for Site Plan and Design Review file SP03-19
5. Comments Submitted by John Replinger, Replinger and Associates
6. Engineering Policy 00-01 (On-File)
7. Comments submitted by Gail Curtis, Senior Planner at Oregon Department of Transportation
8. Comments submitted by Denyse McGriff of the McLoughlin Neighborhood Association
9. Comments submitted by Paul Edgar of the Citizen Involvement Committee
10. Comments submitted by Tim Powell, Chair of the McLoughlin Neighborhood Association
11. Comments submitted by Michael Robinson, dated February 17, 2012
12. Comments submitted by Nancy Bush, Code Enforcement Manager

RECOMMENDED CONDITIONS OF APPROVAL

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

1. The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval.
2. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating that the master plan complies with the minimum floor area ratio of 0.25. (P)
3. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the master plan does not have more than eighty percent site coverage of buildings and parking lots. (P)

4. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. (P)
5. The applicant shall install the following public improvements as required.
 - Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
 - Phase 3 (West MOB): A 4-foot ROW dedication from 15th Street to 16th Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15th Street and 16th Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
 - Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
 - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
 - Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.
 - 15th Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
 - Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
 - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2 and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation

System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. (*P and DS*)

6. The applicant is responsible for this project's compliance with Engineering Policy 00-01. (*DS*)
7. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. (*P*)
8. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing water lines for new future facilities as required by plumbing code. (*DS*)
9. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code. (*DS*)
10. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. (*DS*)
11. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15th Street during Phase 3, West MOB. Current street curb drainage flow on 15th Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. (*DS*)
12. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. (*DS*)
13. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review. (*DS*)
14. The development proposal shall be reviewed for compliance with the Clackamas County Fire Department upon submittal of the Detailed Development Plan. (*DS*)
15. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. (*P*)
16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. (*P*)
17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. (*P*)
18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. (*P*)
19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (*P*)

20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. *(P)*
21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. *(P)*
22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. *(P)*
23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. *(P)*
24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1 the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. *(P)*
25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. *(P and DS)*
26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. *(DS)*
27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. *(P)*
28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. *(P)*
29. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. *(P)*
30. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. *(P)*
31. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. *(P)*
32. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. *(P)*
33. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. *(P)*

34. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. *(P)*
35. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot be met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. *(P)*
36. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. *(P)*
37. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. *(DS)*

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

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



NOTICE OF LAND USE DECISION

DATE OF MAILING OF THE DECISION: March 1, 2012

FILE NO.: CP 11-01: Master Plan
DP 11-03: Detailed Development Plan
NR 11-05: Natural Resource Overlay Exemption
LL 11-07: Lot Line Adjustment

APPLICATION TYPE: Type III

**APPLICANT/
OWNER:** Providence Willamette Falls Medical Center
C/o Russell Reinhard
1500 Division Street
Oregon City, Oregon 97045

REPRESENTATIVE: Peterson Kolberg & Associates
C/o Steve Kolberg
6969 SW Hampton Street
Portland, Oregon 97223

REQUEST: The applicant submitted a Concept (General) Development Plan, Detailed Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over the next 10 years and construct a parking lot.

LOCATION: 1500 Division Street, Oregon City, OR 97045
Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600
Clackamas County Map 2-2E-32AA, TL 400 and
Clackamas County Map 2-2E-32AC, TL 101, 201

DECISION: Approval with Conditions.

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

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

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

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

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

CONDITIONS OF APPROVAL

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

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

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

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

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

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

does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. *(P)*

16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. *(P)*
17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. *(P)*
18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. *(P)*
19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. *(P)*
20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. *(P)*
21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. *(P)*
22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. *(P)*
23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. *(P)*
24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1 the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. *(P)*
25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. *(P and DS)*
26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. *(DS)*
27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. *(P)*
28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. *(P)*

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

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



February 17, 2012

To whom it may concern:

In the interest of controlling congestion and being good neighbors, PWFMC has made recent changes to their campus parking policy. The most significant to our neighbors is that employee parking has been restricted on the streets nearest the hospital. We have made the area within three blocks of the campus a "no employee parking" zone. We have also instituted a parking hotline. It is a designated number for neighbors to call and let us know about any vehicles that might be blocking driveways or are parked inappropriately. That number is 503-215-0615. The parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions.

We have made changes to our campus parking to provide for more employee spots on our main campus. We have also assigned areas for short-term parking – two hours or less.

In addition, all PWFMC employees, volunteers and physicians must register their vehicles with security and display a fully visible parking permit on any vehicle they drive to work.

It's only been a week, but I personally have noticed a significant difference in the amount of parking available on the streets around the facility. This should only continue to improve with time.

Best wishes,

A handwritten signature in blue ink that reads "Russ Reinhard".

Russ Reinhard
Chief Executive

PROVIDENCE HEALTH and SERVICES
Oregon Region – Acute Care

GENERAL OPERATING POLICY

Effective:	PMH	May 1999	Policy No: 340.00
	PPMC	May 1997	
	PSVMC	August 1998	
	PCC, POP, TBC, MBC, SATELLITES	July 2000	
	PWPMC, PHRMC, PNMC	October 2011	

SUBJECT: PARKING PROGRAM

I. OBJECTIVES:

- A. To support the Providence Health & Services' mission and responsibility to ensure adequate parking for our patients and visitors while providing reasonable and cost free parking opportunities for our staff.
- B. To control traffic congestion in the neighborhood and to ensure practical and respectful use of parking availability and to promote utilization of alternative means of transportation.
- C. To establish responsibility for compliance with and enforcement of this policy and its regulations.

II. POLICY STATEMENT:

- A. All staff, students, physicians, patients, volunteers and guests will abide by the basic Oregon driving rules while on the Providence Health & Services' property including, one-way, speed limit and other like signs.
- B. Staff and students are expected to obey indicated vehicle driving and parking regulations to promote a safe environment and ensure that parking spaces are available to benefit patients, physicians, visitors and volunteers of Providence Health & Services.
- C. Providence Health & Services promotes alternative modes of transportation and may provide specific parking spaces for

carpool, motorcycle and bicycle parking based on facility need. Car pools must have two (2) or more occupants to qualify for parking in the reserved areas. Permits for carpool are required and they may be obtained through Security Services.

- D. All staff, physicians, students and volunteers are assigned to specific parking areas at all entities. (Refer to attachments). All vehicles must be registered with Security Services and display a parking decal as directed on any vehicle they park on a Providence Health & Services' campus.

III. PROCEDURE:

- A. Regional employees or other staff members who travel from one entity to another will abide by each facility's parking program.
- B. Employees with a temporary disability may obtain assistance through Employee Health Services, to determine if the employee may be eligible to obtain a Handicapped Permit, issued by the State of Oregon. This state permit affords the holder to park in any designated disabled parking space regardless of its location on a campus.
- C. Providence Health & Services assumes no liability for theft, damage, or vandalism to any vehicle, cycle or personal property parked on the campus and/or surface parking lots.
- D. Security Services will make a reasonable attempt to locate the owner prior to towing a vehicle. Only when vehicles are blocking traffic or illegally parked will a towing company be called. Vehicles may be relocated to another area on the campus rather than taken off site. Owners of the vehicles are responsible for towing charges. Abandoned vehicles may be towed after a 72 hour notice is posted on the vehicle.
- E. A vehicle registration form must be filled out completely and submitted to Security Services prior to issuance of parking decals. It is the staff's responsibility to update the form when vehicle information has changed.
- F. Employees who violate the Parking Policy will be subject to the corrective action process as outlined in HR Policy #603, Performance Management. When the manager receives notification of a violation they should work with their Human Resources Business Partner. Whenever circumstances are present that make him/her unable to comply with the terms of this policy, staff members will immediately contact the appropriate facility office.

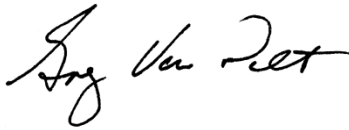
IV. FACILITIES:

Providence St. Vincent Medical Center (refer to attachment A)
Providence Portland Medical Center (refer to attachment B)
Providence Milwaukie Hospital (refer to attachment C)
Providence Office Park (refer to attachment D)
Satellite Buildings (refer to attachment E)
Providence Child Center (refer to attachment F)
Tigard Business Center (refer to attachment G)
Halsey Business Center (refer to attachment H)
Providence Hood River Memorial Hospital (refer to attachment I)
Providence Newberg Medical Center (refer to attachment J)
Providence Medford Medical Center (refer to attachment K)
Providence Seaside Hospital (refer to attachment L)

List Cross-Reference:

HR Policy #603 – Performance Management
Security Services Policy #6.04 – Vehicular Access to Urgent Care Areas

APPROVED BY:



Greg Van Pelt
Senior Vice President/Chief Executive-Oregon Region
Providence Health and Services – Oregon
Date: December 2011

**PROVIDENCE HEALTH and SERVICES
Oregon Region – Acute Care**

**GENERAL OPERATING POLICY
REVIEW AND REVISION DATE**

NAME OF POLICY: No. 340.00

POLICY NAME: Parking Program

Effective: PMH May 1999
PPMC May 1997
PSVMC August 1998
PCC, POP, TBC, MBC, SATELLITES July 2000
PWPMC, PHPMC, PNMC October 2011

Primary Responsibility for Review/Revisions

<u>Regional Security Services</u>	<u>Rich Hildreth, Director</u>
Department Name	Name/Title of Person

Authority for Policy Review/Revisions:

<u>Regional Security Services</u>	<u>Rich Hildreth, Director</u>
Department Name	Name/Title of Person

<u>Human Resources</u>	<u>Susan Norris, HR Business Partner</u>
Department Name	Name/Title of Person

Review and/or Revision Dates:

Reviewed	Revised	Approved By (Name and Title)
	PMH 5/99	Janice Burger, PMH, Operations Administrator
PPMC 11/86, 8/89	PPMC 10/85, 4/89, 2/91, 11/92, 1/95, 7/95, 5/97/ 9/97, 3/98, 7/98, 3/99, 6/99, 8/99	Dave Underiner, PPMC, Operations Administrator
PSV, 8/99	PSV 4/89,	Don Elsom, PSV, Operations Administrator
9/03,	1/00, 8/00, 10/00, 9/01, 6/02, 6/04, 4/05, 06/05, 04/06, 06/07, 6/09, 6/10	PSA Policy and Procedure Committee
	10/11, 12/11	Oregon Region GOP Committee

Providence St. Vincent Medical Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

NOTE: Sections pertaining to the **West Parking Structure** have been endorsed by the Providence St. Vincent Medical Condominium Board represented by Providence Health and Services and Kaiser Permanente.

General parking (unless specifically designated otherwise):

- a. North Parking Structure, all levels, all shifts, all days
- b. Contractor parking, North Parking Structure, 7th and 8th floor
- c. Surface parking areas are limited to oversized vehicles, 2-hour parking and designated physicians.
- d. West Parking Structure, 3rd, 5th, 6th floors, and ramp 4-B. **Employees and physicians of Mother Joseph Plaza only.**
- e. Sign restrictions are applicable at all times of the day, all shifts, all days of the week.

Volunteer parking:

- a. East Parking Structure, 4th and 5th levels
- b. North Parking Structure, all levels other than designated spaces.

Physician parking:

- c. East Parking Structure, all levels 5:00am - 9:00am.
- d. North Parking Structure, all levels, reserved spaces on lower, first floor and 3rd levels.
- e. West Parking Structure, reserved spaces on ground level and 1st floor, ED area near the helipad when called in for emergencies.

The Baltic Ave. entrance (formerly 98th St.) is only for use by:

- a. Emergency Department patients and ambulance traffic.
- b. Campus employees who park in the North Parking Structure.
- c. Medical Center deliveries.
- d. All others shall use the main campus entrance on Barnes Rd.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- **Patients and Visitors spaces**
- **Clergy spaces**
- **Handicap (unless permitted by the State)**
- **Other spaces requiring special permits**
- **Main entrance parking lot**
- **On *any* street within a three block radius of the medical center campus**

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

Providence Portland Medical Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

GLISAN STREET GARAGE

ALL SHIFTS:

North Structure: Levels E, F, G

Note: Level C access available 10:30 am to 11:30 am and 1:30 pm to 4:00 am.

East Structure: Levels E, F, G, and H

West Structure: Levels A, F, G

Motorcycle Parking is available on levels C, E, F, North structure.

Car pool parking is available in the North employee parking area on Level A with permit. See Security for permit.

47TH STREET GARAGE

ALL SHIFTS:

Levels C and above.

Oversize Parking

PPMC does not offer specific oversized parking on campus. See security for locations available off campus.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- **Patients and Visitors spaces**
- **Clergy spaces**
- **Handicap (unless permitted by the State)**
- **Other spaces requiring special permits**
- **Main entrance parking lot**
- **On any street within a three block radius of the medical center campus**

VOLUNTEERS:

Volunteers with limited mobility are allowed to park in Visitor/Patient areas via their own discretion.

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

Providence Milwaukie Hospital Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Staff/student parking is allowed:

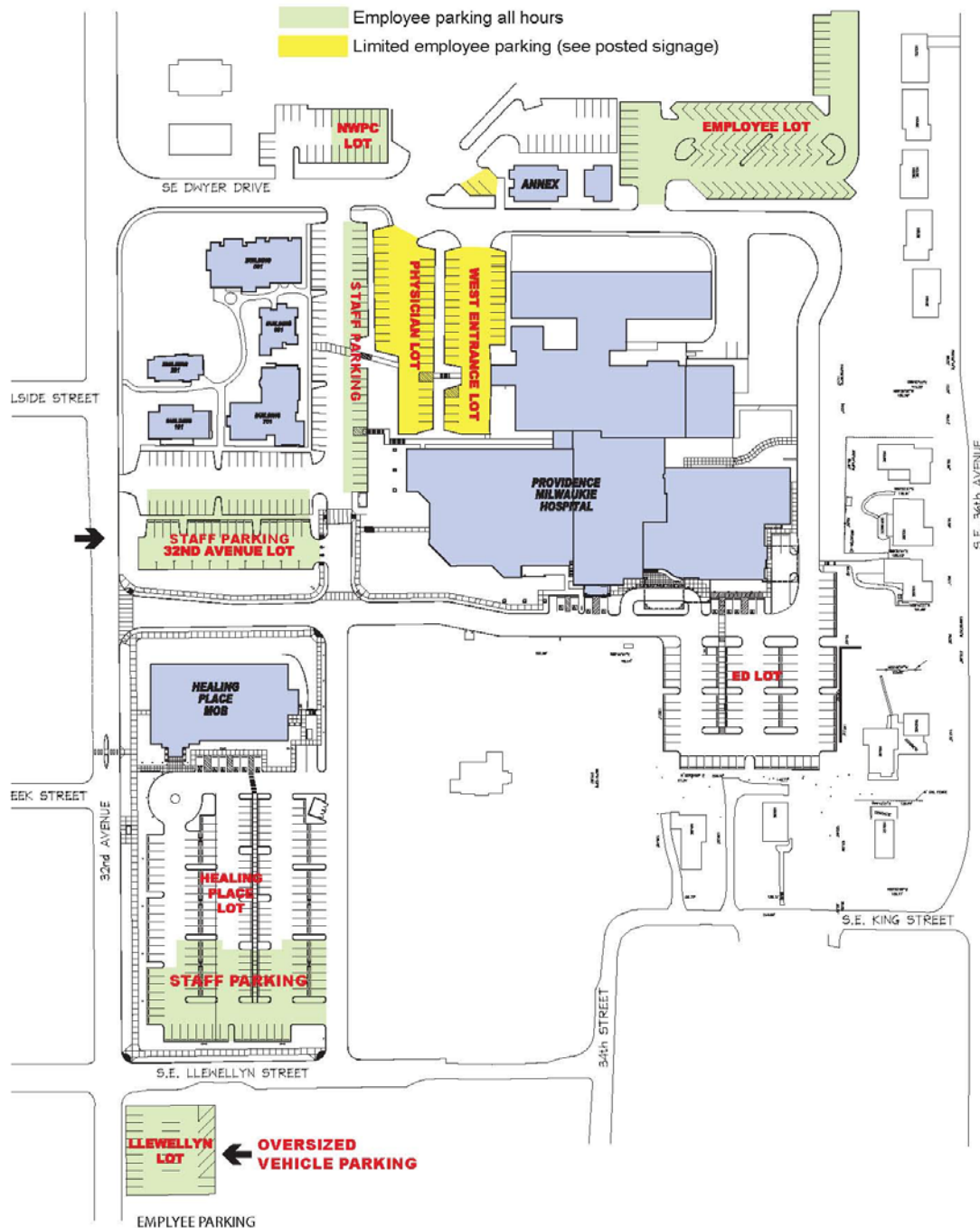
Employee Lot, all shifts – all spaces
Annex Lot, non-posted parking spaces only – all shifts
NWPC Lot, spaces posted for hospital employees only – all shifts
West Entrance Lot, after 2 PM and prior to 8 AM only (evening and night shifts preferred)
Physician Lot, after 2 PM and prior to 6 AM only (evening and night shifts preferred)
32nd Avenue Lot, all shifts
Healing Place Lot, all shifts in section designated for employees
Llewellyn Lot, all shifts

STAFF PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:

Staff/student Parking is NOT allowed:

ED Lot, all shifts – all spaces
Handicap, (unless permitted by the State)
Other spaces requiring special permits
Neighborhood property or streets surrounding the campus

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions. Please do not hesitate to contact Security for clarification or assistance.

**PARKING SUMMARY**

SCALE: NTS

DECEMBER 2011



PROVIDENCE HEALTH & SERVICES
PROVIDENCE MILWAUKIE HOSPITAL
 10150 SE 32nd AVE.
 MILWAUKIE, OREGON 97222

Providence Office Park Campus Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

1. POLICY

All Providence Office Park employees are directed to park in the designated parking structures, or off street parking lots, Monday through Friday, 7:00 a.m. - 7:00 p.m. All vehicles must be registered with Security and display a parking decal on the left side of the rear bumper or window or on the driver side front bumper or windshield area of any vehicle driven to work. Vehicles are allowed to back in as long as the permit is visible on the front.

A. Permitted Parking:

Staff has permitted parking from Monday thru Friday, 7:00 a.m. – 7:00 p.m., *with an authorized parking decal*, in Parking Structures # 1, 2, and 3; except, in the designated restricted parking spaces as outlined in this policy. Also, staff may park in the Multnomah lot.

The Multnomah Parking Lot gates are unlocked at approximately 5:00 a.m., Monday thru Friday and are not locked in the evening until the last vehicle has left the lot.

B. Two-hour Limit

These designated spaces may only be used by employees, or visitors, Monday thru Friday for two hours or less and Employees are not authorized to move their vehicle from space to space every two hours in parking structures.

C. Carpool

Only those vehicles displaying carpool permits may park in designated carpool spaces.

D. Oversized Vehicles

Oversized vehicles are defined as any vehicle over 7 feet high. These vehicles are assigned to the Multnomah lot, east wall parking spaces.

E. Visitor Parking

Visitor spaces are for visitors only and PHS employees are not authorized to park in such spaces from 7:00 a.m. to 7:00 p.m. There are No restricted time limits for visitors.

F. Neighborhood street parking:

Employees may not park in any of the surrounding neighborhood streets within a 3-block radius of the Providence Office Park or Providence Portland Medical Center.

G. Designated LEV (Low Emission or Hybrid Vehicles) and Electric Vehicles

Only LEV designated vehicles may park in LEV parking spaces.

H. Motorcycle Parking

Only authorized motorcycles may park in such designated spaces.

I. Handicapped Parking

No vehicles other than those displaying a state issued handicapped permit are allowed to park in

these designated spaces. In addition, no vehicle, other than those displaying a state issued "Wheelchair User Permit", is allowed to use the designated "Wheelchair Use Only" spaces.

J. Reserved Parking

Only vehicles displaying "reserved" permits are allowed to park in the appropriately signed "Reserved" designated areas.

K. Overnight Parking

No overnight parking is allowed at the Providence Office Park Campus.

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations and signage are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

Providence Health & Services Satellite Buildings Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

All employees will park in parking spaces away from the main entrances of the clinics to allow easy and convenient access for patients.

Specific questions regarding parking at the satellite buildings will be directed to Leasehold Management, 215-6579.

Providence Child Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

47TH STREET GARAGE

ALL SHIFTS:

Levels C and above.

GLISAN STREET GARAGE

ALL SHIFTS:

North Structure: Levels E, F, G

Note: Level C access available 10:30 am to 11:30 am and 1:30 pm to 4:00 am.

East Structure: Levels E, F, G, and H

West Structure: Levels A, F, G

Motorcycle Parking is available on levels C, E, F, North structure.

Car pool parking is available in the North employee parking area on Level A with permit. See Security for permit.

Oversize Parking

PPMC does not offer specific oversized parking on campus. See security for locations available off campus.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- **Patients and Visitors spaces**
- **Clergy spaces**
- **Handicap (unless permitted by the State)**
- **Other spaces requiring special permits**
- **Main entrance parking lot**
- **On *any* street within a three block radius of the medical center campus**

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

Tigard Business Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Staff parking is assigned as follows:

Day parking

- Parking lots in all areas unless otherwise designated. (Eg. handicapped without a permit, reserved for evening shift after 2:00pm)

Evening shift parking

- Employees may park in any area unless otherwise designated. Specific parking spaces are designate in the front of the building for evening shift employees after 2:00pm.

Visitor Parking:

- All spaces in the parking lots. Parking in spaces set aside for evening shift after 2:00 pm will not be used by visitors. (Note: Individuals will be considered visitors if they do not work at Tigard Business Center)

NOTE: Employee and visitor parking is not allowed at the back of the building near the basketball court other than for loading and unloading.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- **Patients and Visitors spaces**
- **Clergy spaces**
- **Handicap (unless permitted by the State)**
- **Other spaces requiring special permits**
- **Main entrance parking lot**
- **On *any* street within a three block radius of the medical center campus**

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

Providence Home Services Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

1. POLICY

All Providence Home Services employees are assigned parking in designated, off street parking lots at all times. All vehicles must be registered with Security and display a parking decal must be clearly visible on the front or back area of any vehicle driven to work.

2. Halsey Location

- a. Patient/Customer parking areas are designated as "patient" and are reserved for patient/customer use only. Employees are not allowed to park in these spaces.
- b. Loading zone spaces are limited to 15 minute parking and are to be used for the purpose of loading and unloading only.
- c. Staff may not park in restricted parking spaces.
- d. Staff may not park on any of the surrounding neighborhood streets within a 3-block radius of the facility.
- e. Providence owned vans/cars will be parked in designated areas. Employees driving these vehicles will park their personal vehicle in the parking space of the Providence owned van/car.
- f. Providence owned trucks will be parked in designated areas. Employees driving these trucks will park their own vehicle in the truck space except at dock spaces and when the loading workflow or safety prohibits it.
- g. Employees are required to submit their name, office/cell phone number, vehicle description and license number with the Home Services Central Reception.
- h. Vendors and non-customer visitors visiting the facility are required to park in the general parking lot. Visitors may use the loading zone spaces only when loading/unloading and for 15 minutes or less.
- i. Visitors (non-Providence employees) must sign in with Central Reception before entering the secured areas of the building. The visitor will be required to log their name, the arrival time, who they are visiting and their vehicle license number.

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

GORGE SERVICE AREA PARKING**Providence Hood River Memorial Hospital Parking; Providence Medical Group – Hood River Parking; Providence Gorge Counseling & Treatment Services Parking; Providence Hood River Occupational Health and Travel Clinic Parking**

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF/VOLUNTEER PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Staff/student parking is allowed:

Parking Structure at 12th and May Street: All shifts; use employee entrance on Prospect Street; all spaces on lower floor; oversize vehicles may use ramp at May Street entrance.

Overflow Lot at 13th and May Streets: Evening and overnight shifts; must have permission from manager.

Northwest Lot (below Emergency Room): Evening and overnight shifts; must have permission from manager.

Occupational Health and Travel Clinic Lot: Occupational Health and Travel Clinic employees only.

Volunteer parking is allowed:

Overflow Lot at 13th and May Streets.

STAFF/VOLUNTEER PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:

Staff/student/volunteer parking is NOT allowed:

Front entrance lot at 12th and May Streets and Emergency Driveway: All shifts – all spaces

Handicap: (unless permitted by the State)

Other spaces requiring special permits

Neighborhood property or streets surrounding the hospital campus, including satellite facilities

Providence Willamette Falls Medical Center

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Staff/student parking is allowed in the following lots unless otherwise prohibited.

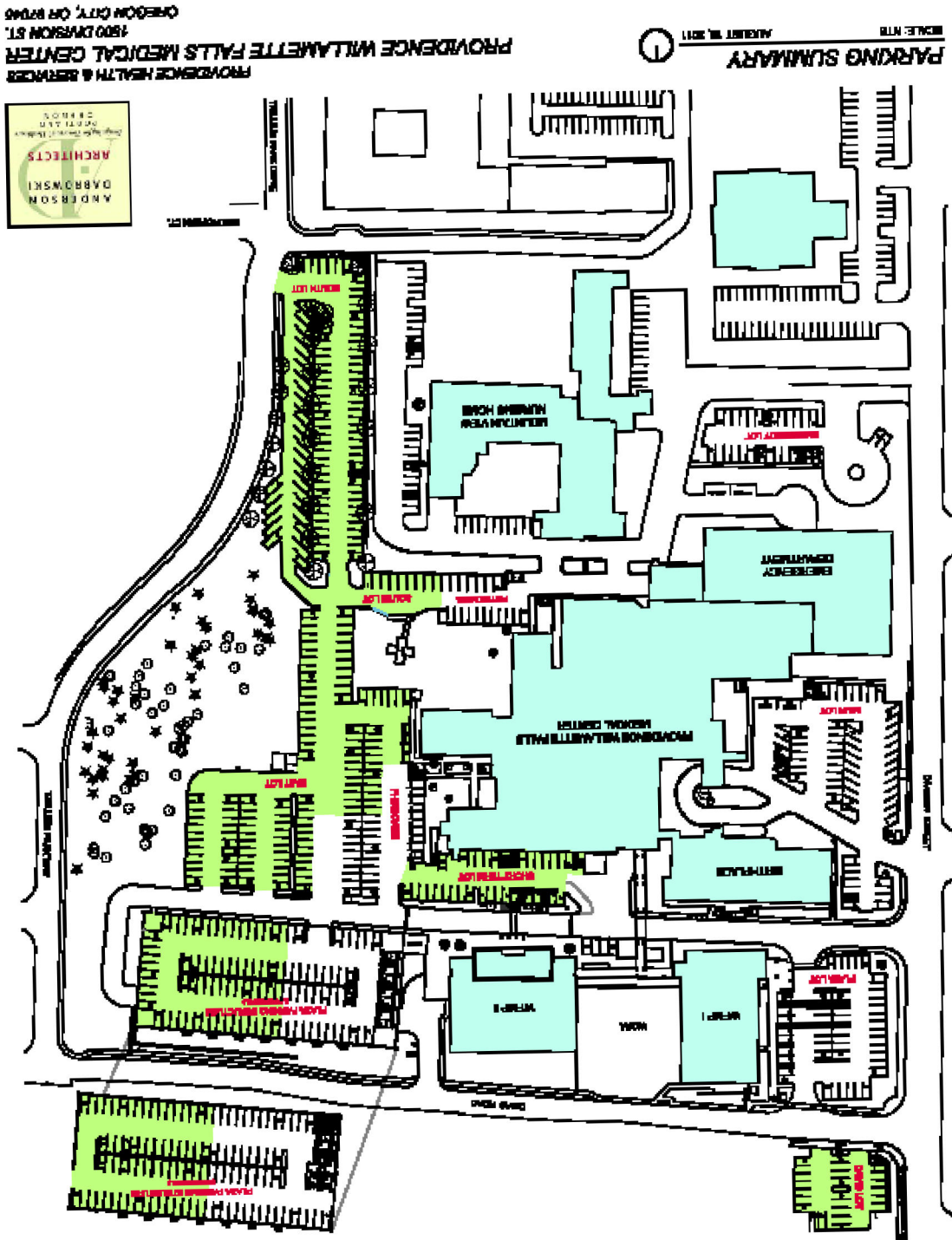
- South Lot
- East Lot
- Davis Lot
- Two-hour Lot

STAFF PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:

Staff/student Parking is NOT allowed:

- Plaza I, Main Entrance Lot
- Main Entrance Lot
- Emergency Department Lot
- Handicap, (unless permitted by the State)
- Other designated non-employee spaces
- **On any street within a three block radius of the Medical Center campus**

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions. Please do not hesitate to contact Security for clarification or assistance.



Providence Newberg Medical Center

All staff, students, and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on the left rear (driver's side) of vehicle on the window. If you back in, the permit should be placed on the left front (driver's side) of vehicle on window being careful not to obstruct the vehicle identification number located on the left dashboard.

The designated parking areas identified on the attached map are:

- **Lot A** - Staff Parking
- **Lot B** - Patient and Visitor Parking
- **Lot C** - Medical Office Building (MOB) Parking
- **Lot D** - Emergency Department Patient Parking
- **Lot E** – Vendor and Delivery Parking
- **Area OF** (within Lot B)- Available for Employee Overflow Parking (only if needed)

STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

Lot A or Lot OF-Hospital Staff, volunteers, and students all shifts, all spaces.

Lot C – MOB Staff

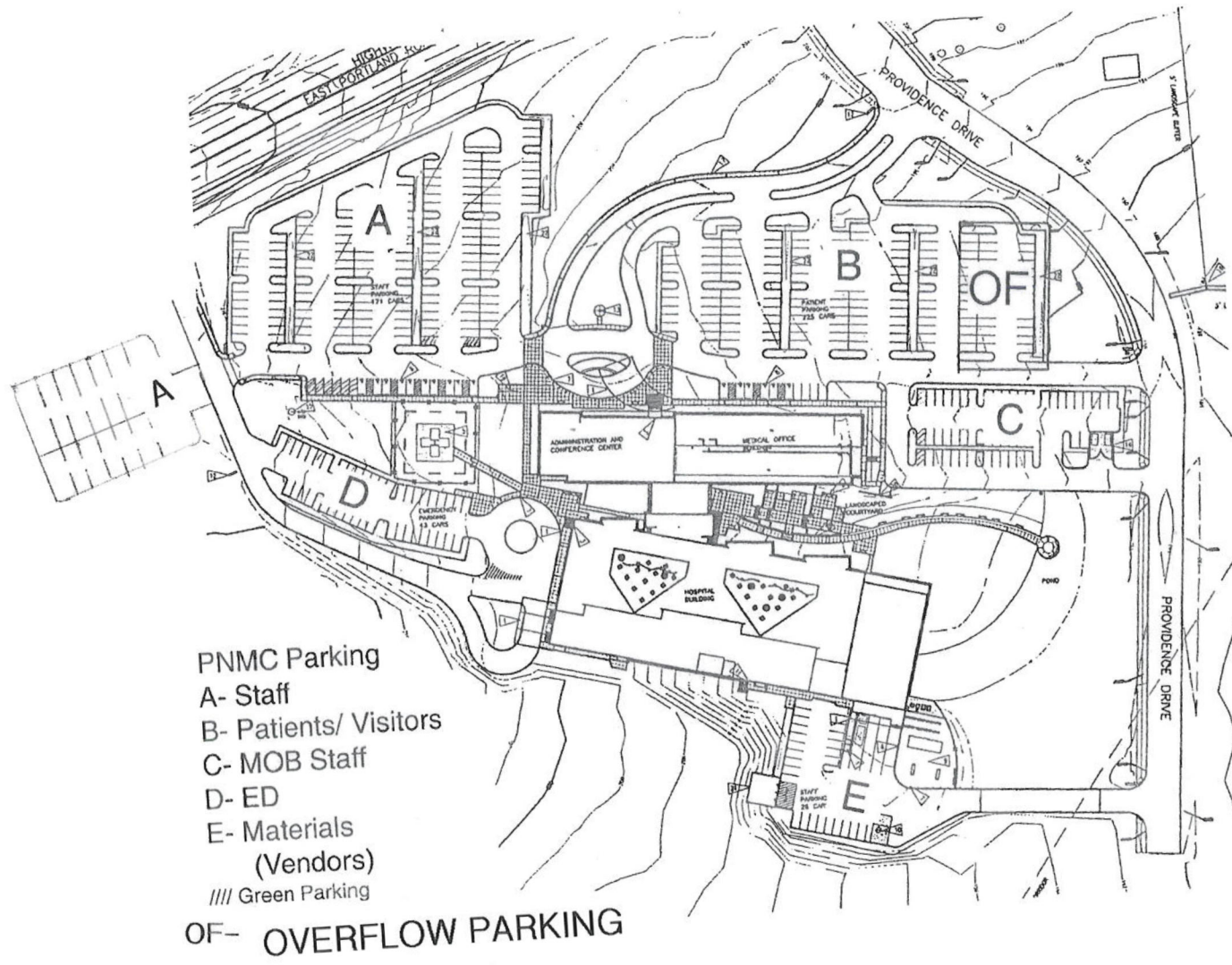
Lot E- Vendor/Delivery, Lab and Materials Courier. There are also four spots designated for _____ clinicians and are marked as such

Green Parking

As part of PNM's commitment to a healthy community, eleven choice parking spots (eight for hospital staff, three for MOB staff) have been designated as parking for "green" staff vehicles. To participate in the Green Parking Program, simply send your vehicle's year, make, and model to Security. Security will search to determine your vehicle's green car score as determined by the ACEEE Green Book®. If your vehicle scores a minimum green score of 40 and over, you will be given a special "Green" Parking Permit and be allowed to park in one of the choice parking spots.

A depiction of the Green Parking spot signs is attached.

It is our goal to have issued more Green Parking Permits than available "green" spaces so use of these spaces is on a first come, first serve basis. The need to increase the number of available "green" spaces will be evaluated on an annual basis.





City of Oregon City

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

Staff Report

File Number: PC 15-222

Agenda Date: 11/4/2015

Status: Agenda Ready

To: Planning Commission

Agenda #: 3c.

From: Planner Laura Terway

File Type: Land Use Item

SUBJECT:

ZC 15-03: Zone Change and PZ 15-01: Comprehensive Plan Amendment

RECOMMENDED ACTION (Motion):

Staff recommends the Planning Commission recommend approval of ZC 15-03 and PZ 15-01 to the City Commission.

BACKGROUND:

The applicant is seeking approval for a Zone Change from "R-3.5" Dwelling District, "R-6" Single-Family Dwelling District and "R-10" Single-Family Dwelling District to "MUC-2" Mixed-Use Corridor 2 and an amendment to the Comprehensive Plan Map from Low Density Residential and Medium Density Residential to "MUC" Mixed Use Corridor for property located near Beaver Creek Road, Maple Lane Road and Highway 213.

BUDGET IMPACT:

Amount:

FY(s):

Funding Source:



TYPE IV APPLICATION
STAFF REPORT AND RECOMMENDATION
October 30, 2015

FILE NUMBER: ZC 15-03: Zone Change
PZ 15-01: Comprehensive Plan Amendment

**APPLICANT/
OWNER:** Historic Properties, c/o Dan Fowler
1300 John Adams Street, Oregon City, Oregon 97045
REPRESENTATIVE: Sisul Engineering, c/o Tom Sisul
375 Portland Avenue, Gladstone, Oregon 97027

REQUEST: The applicant is seeking approval for a Zone Change from “R-3.5” Dwelling District, “R-6” Single-Family Dwelling District and “R-10” Single-Family Dwelling District to “MUC-2” Mixed-Use Corridor 2 and an amendment to the Comprehensive Plan Map from Low Density Residential and Medium Density Residential to “MUC” Mixed Use Corridor.

LOCATION: 14228, 14268, 14275, 14289, 14297, 14338 & 14362 Mapelane Ct, 14375 Mapelane Rd, 3391 Beaver Creek Rd
Clackamas County Map 32E04C, Tax Lots 700, 702, 900, 1201, 1300, 1400, 1500, 1600 and Clackamas County Map 32E04CD, Tax Lots 3300, 5900, 6000

REVIEWERS: Laura Terway, AICP, Planner
Wendy Marshall, P.E., Development Projects Manager

RECOMMENDATION: Approval with Conditions.

PROCESS: Type IV decisions include only quasi-judicial plan amendments and zone changes. These applications involve the greatest amount of discretion and evaluation of subjective approval standards and must be heard by the city commission for final action. The process for these land use decisions is controlled by ORS 197.763. At the evidentiary hearing held before the planning commission, all issues are addressed. If the planning commission denies the application, any party with standing (i.e., anyone who appeared before the planning commission either in person or in writing) may appeal the planning commission denial to the city commission. If the planning commission denies the application and no appeal has been received within ten days of the issuance of the final decision then the action of the planning commission becomes the final decision of the city. If the planning commission votes to approve the application, that decision is forwarded as a recommendation to the city commission for final consideration. In either case, any review by the city commission is on the record and only issues raised before the planning commission may be raised before the city commission. The city commission decision is the city's final decision and is appealable to the land use board of appeals (LUBA) within twenty-one days of when it becomes final.

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

RECOMMENDED CONDITIONS OF APPROVAL
Files ZC 15-03 and PZ 15-01

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

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

1. In addition to the prohibited uses identified in OCMC 17.29.040 the following uses are prohibited on the subject site:
 - a. Museums, libraries and cultural activities
 - b. Postal Services
 - c. Repair shops, for radio and television, office equipment, bicycles, electronic equipment, shoe and small appliances and equipment.
 - d. Restaurants, eating and drinking establishments without a drive through.
 - e. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores, and similar.
 - f. Ancillary drive-in or drive through facilities and
 - g. Gas stations (P)
2. Future development on the site shall be limited to uses that in aggregate produce no more than 128 trips during the AM peak hour and no more than 168 trips during the PM peak hour. No development shall be permitted that exceeds either value. For each land use application submitted, the applicant shall provide an accounting of trips generated through previously approved land use actions for the entire subject site associated with this proposal and demonstrate that the proposal complies with both the maximum AM and PM peak hour trip caps. (P)
3. Prior to approval of any future development on site, the applicant shall submit a layout of the roadway and intersection configurations within and adjacent to the subject site (including the proposed new street network internal to the site, Maplelane Court, Beaver Creek Road from Highway 213 to Maplelane Road, and Maplelane Road from Beaver Creek Road to the applicant's north property boundary). The plan shall identify all transportation infrastructure as well as a phasing schedule of when the infrastructure will be installed coupled with a finance plan identifying reasonable funding sources for the infrastructure. (P)
4. Once the necessary studies are compiled and Chapter 12.04.205.D of the Oregon City Municipal Code is amended to adopt new performance measures that identify alternative mobility targets addressing Highway 213 and Beaver Creek Road, the applicant may amend this application to amend or remove the trip cap, through a minor modification of conditions application processed through a Type II procedure. (P)

I. BACKGROUND:

1. Existing Conditions

The subject site is located within Oregon City, largely bounded by Beaver Creek Road to the south, Maplelane Road to the east, and Maplelane Court to the west, although there is a small area of the site that lies just west of Maplelane Court. The site is moderately sloped with the general fall towards Beaver Creek Road. Trees on the site are scattered around the site, generally following existing property lines. The upper portion of Newell Creek crosses the site paralleling Beaver Creek Road and lies near Beaver Creek Road.

Figure 1. Vicinity Map

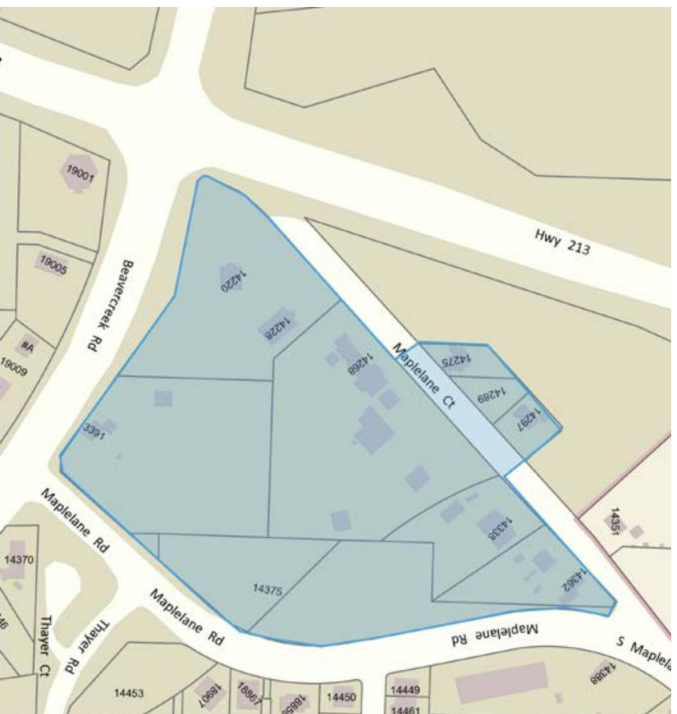


Figure 2: Existing Conditions – Aerial Image

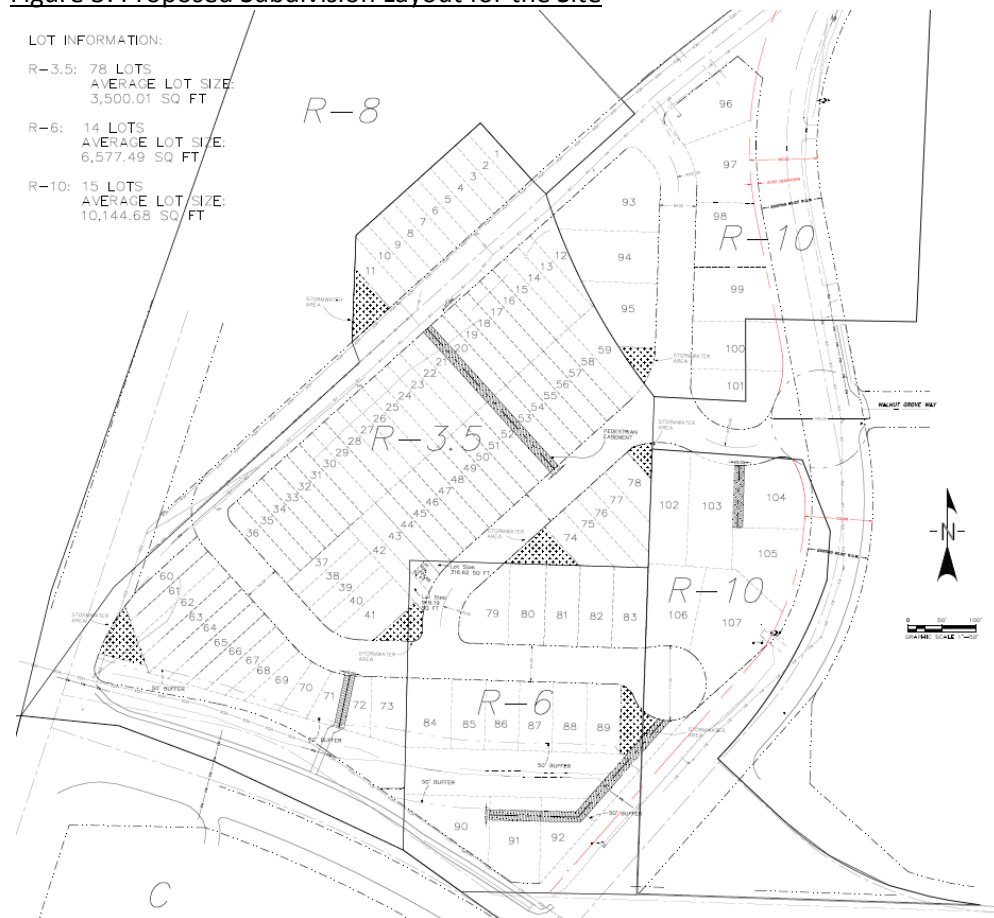


2. Project Description

The applicant is seeking approval for a Zone Change from “R-3.5” Dwelling District, “R-6” Single-Family Dwelling District and “R-10” Single-Family Dwelling District to “MUC-2” Mixed-Use Corridor 2 and an amendment to the Oregon City Comprehensive Plan Map from Low Density Residential and Medium Density Residential to “MUC” Mixed Use Corridor (Exhibit 2). No development is proposed with this application. Future development of the subject site will require additional public review for compliance with the Oregon City Municipal Code.

The applicant proposed to limit the future transportation impact of development onsite to match the transportation impact that is allowed under the existing residential uses, known as a trip cap. The applicant submitted a subdivision layout which is likely to comply with the Oregon City Municipal Code and calculated the transportation impacts of the subdivision to determine the sites reasonable traffic impact if it were developed as a permitted use. In conjunction with the trip cap, the applicant proposed to eliminate several of the permitted and conditional uses in the MUC-2 District, that are generally be considered higher trip generator uses, from occurring on the site.

Figure 3: Proposed Subdivision Layout for the Site



Adjacent properties are zoned R-2 (southeast across Maplelane Road and south of Thayer), R-8 (northwest), and R-6 and R-10 (east). Land to the south across Beaver Creek Road is zoned Commercial.

Figure 4: Current Zoning Map

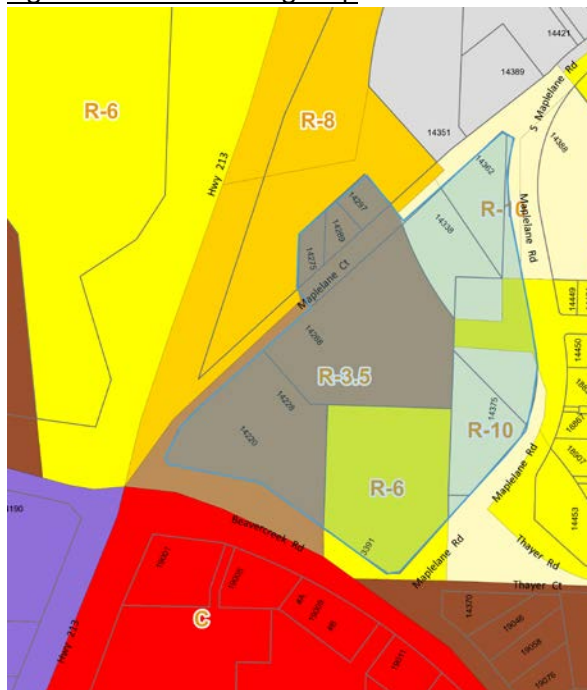
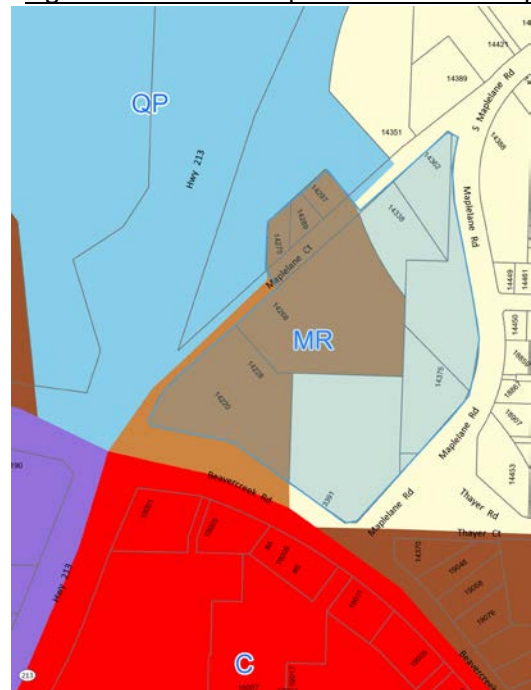


Figure 5: Current Comprehensive Plan Map



- 4. 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 Spaces
 - 13.12 – Stormwater Conveyance, Quantity and Quality
 - 16.08 – Subdivision processes and Standards (necessary for determining trip cap)
 - 16.12 – Minimum Improvements and design standards for Land Divisions (necessary for determining trip cap)
 - 17.08 – “R-10” Single Family Dwelling District
 - 17.12 – “R-6” Single Family Dwelling District
 - 17.16 – “R-3.5” Dwelling District
 - 17.29 – “MUC” Mixed Use Corridor District
 - 17.44 – Geologic Hazards Overlay District
 - 17.49 – Natural Resource Overlay District
 - 17.50 – Administration and Procedures
 - 17.68 – Zoning Changes and Amendments

The City Code Book is available on-line at www.oregoncity.org.

II. ANALYSIS AND FINDINGS:

CHAPTER 17.29 - “MUC-2” MIXED USE CORRIDOR DISTRICT

17.29.020 Permitted Uses--MUC-1 and MUC-2.

- A. Banquet, conference facilities and meeting rooms;*
- B. Bed and breakfast and other lodging facilities for up to ten guests per night;*
- 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;
 N. Residential units, multi-family;
 O. Restaurants, eating and drinking establishments without a drive through;
 P. Services, including personal, professional, educational and financial services; laundry and dry-cleaning;
 Q. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores, and similar, provided the maximum footprint for a stand alone building with a single store or multiple buildings with the same business does not exceed sixty thousand square feet;
 R. Seasonal sales, subject to OCMC Chapter 17.54.060
 S. Assisted living facilities; nursing homes and group homes for over 15 patients
 T. Studios and galleries, including dance, art, photography, music and other arts;
 U. 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.
 V. Veterinary clinics or pet hospitals, pet day care.
 W. Home occupations
 X. Research and development activities
 Y. 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;
 Z. Residential care facility
 AA. Transportation facilities

Finding: Complies with Condition. The applicant proposed to change the zoning designation of the site from residential to “MUC-2” Mixed Use Corridor District. The MUC-2 District allows a variety of permitted uses in OCMC 17.29.020. In conjunction with the trip cap, the applicant proposed to eliminate several permitted uses in the MUC-2 District, that are generally be considered higher trip generator uses, from occurring on the site. The applicant has proposed to exclude the following uses from occurring onsite:

- Museums, libraries and cultural activities
- Postal Services
- Repair shops, for radio and television, office equipment, bicycles, electronic equipment, shoe and small appliances and equipment.
- Restaurants, eating and drinking establishments without a drive through.
- Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores, and similar.

The applicant has not proposed a use at this time. Review of a future use will occur once proposed.

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

17.29.030 Conditional Uses--MUC-1 and MUC-2 Zones.

The following uses are permitted in this district when authorized and in accordance with the process and standards contained in Chapter 17.56:

- A. Ancillary drive-in or drive-through facilities
- B. Emergency service facilities (police and fire), excluding correctional facilities;
- C. Gas Stations;
- D. Outdoor markets that do not meet the criteria of Section 17.29.020(H);
- E. Public utilities and services including sub-stations (such as buildings, plants and other structures);
- F. Public and/or private educational or training facilities
- G. Religious institutions;

- H. Retail trade, including gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores and any other use permitted in the neighborhood, historic or limited commercial districts that have a footprint for a stand alone building with a single store in excess of sixty thousand square feet in the MUC-1 or MUC-2 zone;
- I. Hotels and motels, commercial lodging
- J. Hospitals
- K. Parking structures and lots not in conjunction with a primary use
- L. Passenger terminals (water, auto, bus, train)

Finding: Complies with Condition. The applicant proposed to change the zoning designation of the site from residential to “MUC-2” Mixed Use Corridor District. The MUC-2 District allows a variety of conditional uses in OCMC 17.29.030. In conjunction with the trip cap, the applicant proposed to eliminate several conditional uses in the MUC-2 District, that are generally be considered higher trip generator uses, from occurring on the site. The applicant has proposed to exclude ancillary drive-in or drive through facilities and gas stations as conditional uses which may be pursued onsite. The applicant has not proposed a use at this time. Review of a future use will occur once proposed. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.29.040 Prohibited Uses in the MUC-1 and MUC-2 Zones.

The following uses are prohibited in the MUC District:

- A. Distributing, wholesaling and warehousing;
- B. Outdoor sales or storage
- C. Correctional Facilities.
- D. Heavy equipment service, repair, sales, storage or rental² (including but not limited to construction equipment and machinery and farming equipment)
- E. Kennels
- E. Motor vehicle and recreational vehicle sales and incidental service
- F. Motor vehicle and recreational vehicle repair / service
- G. Outdoor sales or storage,
- H. Self-service storage facilities

Finding: Not Applicable. The applicant has not proposed a prohibited use with this application.

17.29.060 Dimensional Standards--MUC-2

- A. Minimum lot area: None.
- B. Minimum floor area ratio: 0.25.
- 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: Sixty feet.
- E. Minimum required setbacks if not abutting a residential zone: None.
- F. 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.
- G. Maximum Allowed Setbacks.
 - 1. Front yard: Five feet (may be expanded with Site Plan and Design Review Section 17.62.055).
 - 2. Interior side yard: None.
 - 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: None.
- H. Maximum site coverage of building and parking lot: Ninety percent.
- I. Minimum landscaping requirement (including parking lot): Ten percent.

Finding: Not Applicable. The applicant has not proposed to alter the size of the properties associated with the zone change.

CHAPTER 17.68 ZONE CHANGES AND AMENDMENTS

17.68.010 Initiation of the Amendment.

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

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

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

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

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

Finding: Please refer to the analysis below.

Goal 1: Citizen Involvement

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

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

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

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.

Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

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

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

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

Goal 2: Land Use

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

Finding: Complies with Condition. The applicant requested a zone change from various residential zoning designations to the "MUC-2" Mixed Use Corridor 2 District. The proposal would allow uses appropriate for placement at the intersection of a state Highway (OR 213) and an arterial (Beavercreek Road). The uses allowed within the proposal are more intensive than that of the current zoning designations and thus the land will be utilized more efficiently.

However, the applicant proposed to limit the transportation impacts of the proposal by limiting

the transportation impacts to the equivalent to the transportation impact of the buildout of the current zoning designations and eliminate several of the permitted and conditional uses in the MUC-2 District, that are generally be considered higher trip generator uses, from occurring on the site. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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

Finding: Complies as Proposed. The subject site abuts a state Highway (OR 213), an arterial (Beavercreek Road), and is located near a transit stop. The proposed zoning designation is designed to be transit-oriented and focused near transportation corridors such as Beavercreek Road as identified in OCMC 17.29.010. This goal is met.

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

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

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

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

Finding: Complies as Proposed. Goal 2.4 seeks to protect neighborhoods while implementing the goals and policies of the Comprehensive Plan. The subject site is surrounded by major roadways and geographically buffered from existing neighborhoods by Maple Lane Road, a minor arterial.

The applicant proposed to limit the impacts of the proposal by excluding uses within the MUC-2 zoning designation and limiting the transportation impacts to be equivalent to the transportation impact of the buildout of the current zoning designations. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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

Finding: Complies as Proposed. The subject site is currently within the “LR” Low Density Residential Development Comprehensive Plan designation as well as the “MR” Medium Density Residential Comprehensive Plan designation. As demonstrated within the findings in this report, the development proposal would amend the Comprehensive Plan designation to “MUC” Mixed-Use Corridor in compliance with the goals and policies within the Comprehensive Plan. This goal is met.

Goal 3: *Agricultural Land: requires local governments “to preserve and maintain agricultural lands.”*

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

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

Finding: Not Applicable. The Oregon City Municipal Code implements the principals of protecting fish and wildlife habitat as well as scenic vistas through the Natural Resource Overlay District as well as the Geologic Hazards Overlay District. Portions of the subject site are within each overlay district which will be addressed upon submittal of a future application for

development of the site. There are no historic structures located on or adjacent to the subject site. There are historic structures or resources (Goal 5.3) impacted by the redevelopment of the site. This goal is not applicable.

Goal 6: Quality of Air, Water and Land Resources

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

Finding: Complies as Proposed. This goal promotes land use patterns that reduce travel by single occupancy vehicles and promote travel by walking, bicycling, and transit to destinations including employment, shopping and education. The subject site is located across the street from a commercial center, near a transit stop, and within a half-mile of a college. The proposed zoning designation allows a variety of uses including a variety of residential, employment opportunities for nearby residences. The potential mix of uses within the site as well as the proximity of the subject site to existing residences, will increase access to amenities by bicycle or by foot thus reducing the dependence on single occupancy vehicles. This goal is met.

Policy 6.1.2: Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.

Finding: Not Applicable. Preservation of air quality is implemented in Chapter 17.62.050.A.13 of the Oregon City Municipal Code. Future development of the site will be reviewed upon submittal of a development application. This policy is not applicable.

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

Finding: Not Applicable. The preservation and mitigation for removed trees is addressed in Chapter 17.41, 17.44 and 17.49 of the Oregon City Municipal Code. Future development of the site will be reviewed upon submittal of a development application. This policy is not applicable.

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

Finding: Not Applicable. Future development of the site will be reviewed upon submittal of a development application, whereby erosion prevention and sediment control measures will be implemented during construction.

Goal 6.3: Nightlighting: Protect the night skies above Oregon City and facilities that utilize the night sky, such as the Haggart Astronomical Observatory, while providing for nightlighting at appropriate levels to ensure safety for residents, businesses, and users of transportation facilities, to reduce light trespass onto neighboring properties, to conserve energy, and to reduce light pollution via use of night-friendly lighting.

Finding: Not Applicable. Light pollution is limited in Chapter 17.62.065 of the Oregon City Municipal Code. Future development of the site will be reviewed upon submittal of a development application. This policy is not applicable.

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

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

Goal 7 – Natural Hazards

Finding: Not Applicable. Portions of the subject site are within the Geologic Hazards Overlay District as well as the Natural Resources Overlay District, which will be addressed upon submittal of an application for development of the site. This goal is not applicable.

Goal 8 – Parks and Recreation

Finding: Complies as Proposed. This goal is designed to provide recreation for all residents of Oregon City. The proposed amendment would not have a significant effect on this goal. All future development of the site is subject to pay system development charges (SDC's) for parks. If the site is developed to include multi-family, the site is subject to open space requirements and if the site is developed with non-residential uses, the impact on parks is not expected to be significant. This goal is met.

Goal 9 – Economic Development

Finding: Complies as Proposed. The potential uses within the MUC-2 District will result in the increased opportunity to provide employment opportunities. Once development occurs, taxes will be levied for support of services and facilities. This goal is met.

Goal 10: Housing

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

Finding: Complies as Proposed. Policy 10.1.3 seeks to “designate residential land for a balanced variety of densities and types of housing, such as single-family attached and detached, and a range of multi-family densities and types, including mixed-use development”. The MUC-2 District permits housing opportunities for Senior Living facilities for independent living, assisted living, memory care and multi-family. Approximately 46 percent of the City is currently within the R-10, R-6 and R 3.5 zoning designations while only 1% of the City is zoned “MUC-2” Mixed Use Corridor.

Zoning Designation	Acres	Percent of the City
R-10	1,567	25%
R-8	1,092	18%
R-6	890	14%
R-3.5	424	7%
R-2	262	4%
C	161	3%
CI	165	3%
GI	220	4%
HC	9	0%
I	475	8%
MUC-1	168	3%
MUC-2	45	1%
MUD	510	8%
MUE	157	3%
WFDD	30	0%

In addition, there are approximately 13,250 homes in Oregon City the loss of 107 additional homes and 107 accessory dwelling units is minimal (approximately 1.5 percent). This goal is met.

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

Finding: Complies as Proposed. The proposal would change the zoning designation to “MUC-2” Mixed Use Corridor which includes a variety of uses including multi-family and/or assisted living facilities. Though the applicant is not obligated to implement either option, the availability of land for such multi-family uses increases the potential for more affordable housing options. This goal is met.

Goal 11: Public Facilities

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

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

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

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

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

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

Finding: Complies as Proposed. The subject area is presently served or capable of being served adequately by extension of nearby facilities. Utility extensions to serve specific developments within the proposed Comprehensive Plan Amendment and Zone Change area will be required as condition of development under each subsequent development application. The provision of public facilities and services will be consistent with goals, policies and implementing measures of the Comprehensive Plan, and, because the site is within the city limits, the integrity of local public facility plans will be maintained. The subject site is an infill re-development opportunity. This goal is met.

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

Finding: Complies as Proposed. The proposal will not negatively impact public facilities and services within the City. The amendment is accompanied by a trip cap that will directly affect the potential impact on the transportation system. It can be reasonably assumed that the cap placed on trip generation will have a similar limiting effect on all other elements of the public infrastructure. With the transportation trip cap and elimination of some of the permitted and conditional uses that would otherwise be permitted or considered, the following Goals and their associated Policies will all be fully satisfied and fulfilled without any undo or significant impact on these facilities and services as a result of the proposed comprehensive plan amendment and zone change. This goal is met.

Goal 12: Transportation

Goal 12.1 Land Use-Transportation Connection

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

Policy 12.1.1

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

Policy 12.1.2

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

Policy 12.1.3

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

Policy 12.1.4

Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.

Goal 12.5 Safety

Develop and maintain a transportation system that is safe.

Policy 12.5.1

Identify improvements that are needed to increase the safety of the transportation system for all users.

Policy 12.5.2

Identify and implement ways to minimize conflict points between different modes of travel.

Policy 12.5.3

Improve the safety of vehicular, rail, bicycle, and pedestrian crossings.

Goal 12.6 Capacity

Develop and maintain a transportation system that has enough capacity to meet users' needs.

Policy 12.6.1

Provide a transportation system that serves existing and projected travel demand.

Policy 12.6.2

Identify transportation system improvements that mitigate existing and projected areas of congestion.

Policy 12.6.3

Ensure the adequacy of travel mode options and travel routes (parallel systems) in areas of congestion.

Policy 12.6.4

Identify and prioritize improved connectivity throughout the city street system.

Finding: Complies with Condition. The applicant submitted a Transportation Planning Rule Analysis Letter (AL) prepared by Michael T. Ard, PE of Lancaster Engineering and dated August 28, 2015. The analysis utilizes the 107 lot subdivision layout to identify the transportation impacts of the site if it were developed as a permitted use. The analysis assumes single-family homes and accessory dwelling units (ADU) will be constructed on each lot, uses permitted within each applicable zoning designation. The analysis projects the traffic impacts of each lot with the Institute of Transportation Engineers' (ITE) Trip Generation Manual, using ITE land use code 210. The ADUs, utilized a rate of one-half of that of a single-family home because the city's transportation system development charge for ADUs is half that for a single-family home. The study concluded that the total trip generation potential of the 107 single-family homes and 107 ADUs would be 128 AM peak hour trips and 168 PM peak hour trips.

The applicant proposed to limit all future transportation impacts of the site to that identified above, so that the Zone Change and amendment to the Comprehensive Plan would not increase the number of automobile trips the site would be allowed to produce beyond those that would result from developed currently permitted on the site.

The analysis letter was reviewed by John Replinger PE, a City Consultant from Replinger and Associates who concluded "I think that the AL accurately presents the potential development allowable under current zoning. The assumption that an ADU will be build on each lot is not something that has happened on a large scale in Oregon City, but it appears that it would be permitted. As such, the applicant has provided a realistic basis for the proposed trip cap. I think, also, that the applicant has demonstrated that with a trip cap, there would be no net effect beyond the development of the area as assumed in for the Regional Transportation Plan and Oregon City's Transportation System Plan." (Exhibit 3).

Mr. Replinger recommended the following:

- The trip cap should be measured for both the AM peak and PM peak periods.
- Future development on the site shall be limited to uses that in aggregate produce no more than 128 trips during the AM peak hour and no more than 168 trips during the PM peak hour. No development shall be permitted that exceeds either value.
- Each subsequent land use action will need to address the applicable transportation planning requirements.

- Because the applicant is proposing a trip cap and because the MUC zoning allows a variety of uses that generate high traffic volumes, it is likely that a portion of the land will remain vacant or underutilized while the trip cap is in place. Also, because the parcels involved in this rezoning are likely to be developed in a piecemeal manner, the extent of the transportation system needs associated with full development under the proposed zoning will need to be verified. In connection with the first development application for a specific development, the applicant should be conditioned to provide a transportation impact analysis showing the effect of full development. A Transportation Impact Analysis for full development of the site should address all geographic areas prescribed the Guidelines for Transportation Impact Analyses. The site frontage will be an area requiring special attention. The applicant will need to provide an analysis showing the roadway and intersection configuration for Beaver Creek Road from Highway 213 to Maple Lane Road, inclusive, and along Maple Lane Road from Beaver Creek Road to the applicant's north property boundary. Providing this analysis and a mitigation concept will help identify the needed right of way for these facilities.
- For each land use application submitted on the subject site, the applicant shall provide an accounting of trips generated by previously approved land use actions for the entire subject site associated with this proposal and demonstrate both the proposal complies with both the maximum AM and PM peak hour trip caps.

Staff concurs with the above conclusions as well as the analysis of the subdivision layout and the modification to the mobility standards within this report.

Ken Kent, Land Use Review Coordinator for Clackamas County submitted comments regarding the transportation analysis (Exhibit 5). The applicant revised the original transportation analysis based upon the comments by Clackamas County. Mr. Relplinger's comments above are based on the revised analysis. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

Goal 13 – Energy Conservation

Finding: Complies as Proposed. The proposed amendment will result in efficient land use pattern by increasing the amount of development which may occur onsite and the proximity of residences to employment and other amenities.

The applicant proposed to limit the impacts of the proposal by excluding uses within the MUC-2 zoning designation and limiting the transportation impacts to be equivalent to the transportation impact of the buildout of the current zoning designations. Development of the subject site is limited by the applicant's proposal. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

Goal 14 – Urbanization

Finding: Complies as Proposed. This proposed Comprehensive Plan amendment and Zone Change will increase the re-development potential within the City limits. Future development of the site will result in an increased street network with improvements to public utilities. This goal is met.

Goal 15 – Willamette River Greenway

Finding: Not Applicable. The subject site is not within the Willamette River Greenway Overlay District. This goal is not applicable.

17.68.020.B. *That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed in the zone, or can be made available prior to*

issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.

Finding: Complies with Conditions. The applicant has not proposed any development at this time. As demonstrated below, the range of uses within the “MUC-2” Mixed Use Corridor 2 District may be served by public facilities and services.

Water: Water infrastructure is within nearby streets abutting the subject properties. This infrastructure is situated such that extension and upgrading of the system can reasonably be accomplished in conjunction with subsequent development applications.

Sewer: Sanitary sewer infrastructure is within nearby streets abutting the subject properties. This infrastructure is situated such that extension and upgrading of the system can reasonably be accomplished in conjunction with subsequent development applications.

Storm Drainage: Storm drainage infrastructure is within nearby streets abutting the subject properties. This infrastructure is situated such that extension and upgrading of the system can reasonably be accomplished in conjunction with subsequent development applications.

Transportation: Please reference to the analysis in Policy 12 above.

Schools: This proposal was transmitted to the Oregon City School District for comment. Wes Rogers, Director of Operations submitted comments indicated that the school district has no issues with this proposal (Exhibit 4).

Police: This proposal was transmitted to the Oregon City Police Department for comment whom did not identify any concerns regarding this application.

Fire Protection: This proposal was transmitted to Clackamas Fire District for comment whom did not identify any concerns regarding this application.

Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.

17.68.020.C *The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.*

Finding: Complies with Condition. Please refer to the analysis in 17.68.020.B.

17.68.020.D *Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.*

Finding: Not Applicable. The statewide planning goals are implemented through compliance with the Oregon City Comprehensive Plan which contains applicable goals and policies analyzed in 17.68.020.A **OAR 660 Division 12 Transportation Planning Rule (TPR)**

The purpose of the TPR is “to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.” A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Finding: Please refer to the analysis in Chapter 12.04.007.

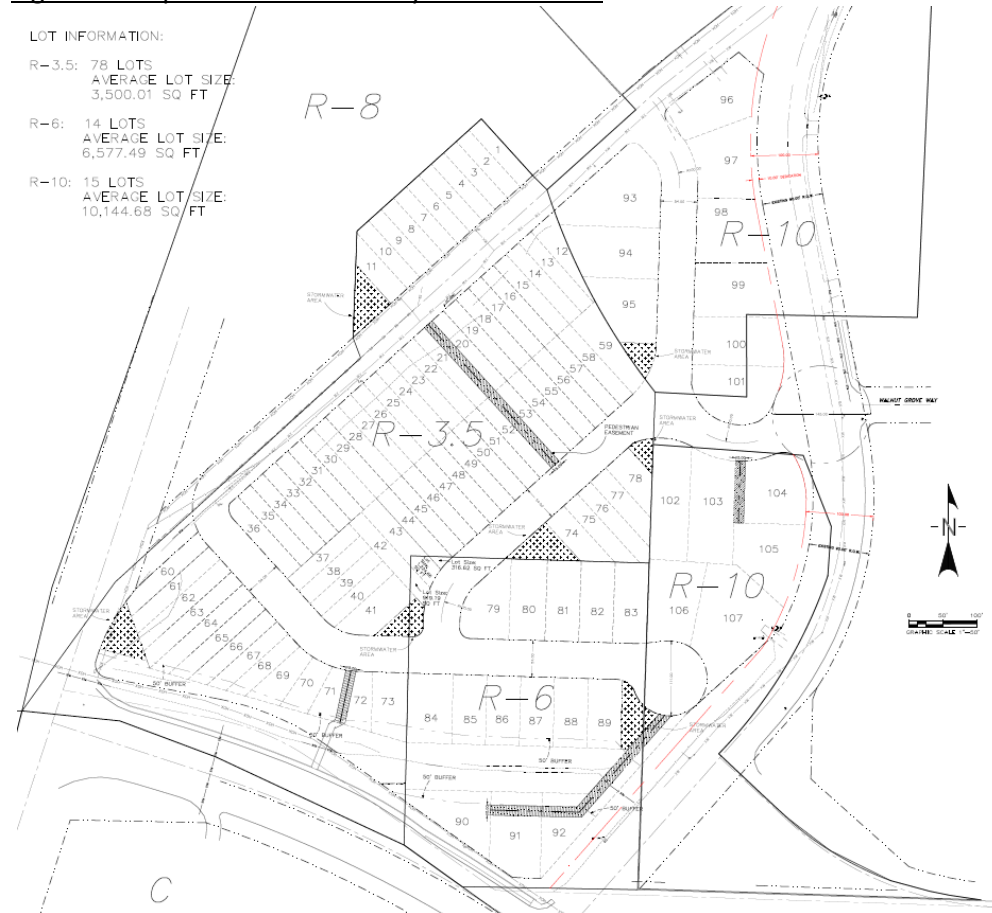
Regional Transportation Functional Plan

Finding: Please refer to the analysis in Chapter 12.04.007.

CHAPTER 16.08 – SUBDIVISIONS PROCESS AND STANDARDS

A subdivision layout was submitted in order to determine the appropriate number of lots which may be developed onsite and thus determine the number of automobile trips allowed under the current zoning designations. An excerpt of the applicable criteria is analyzed below to determine if the layout complies with the dimensional standards within the Oregon City Municipal Code.

Figure 6: Proposed Subdivision Layout for the Site



16.08.045 - Building site—Frontage width requirement.

Each lot in a subdivision shall abut upon a cul-de-sac or street other than an alley for a width of at least twenty feet.

Finding: Appears to Comply. As shown in the preliminary plans, each proposed lot's street frontage is in excess of twenty feet.

16.08.050 - Flag lots in subdivisions.

Flag lots shall not be permitted within subdivisions except as approved by the community development director and in compliance with the following standards.

Finding: Appears to Comply. No flag lots are proposed in the conceptual layout.

CHAPTER 16.12 – MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS

A subdivision layout was submitted in order to determine the appropriate number of lots which may be developed onsite and thus determine the number of automobile trips allowed under the current zoning designations. An excerpt of the applicable criteria is analyzed below to determine if the layout complies with the dimensional standards within the Oregon City Municipal Code.

16.12.020 Blocks-Generally

The length, width and shape of blocks shall take into account the need for adequate building site size, convenient motor vehicle, pedestrian, bicycle and transit access, control of traffic circulation, and limitations imposed by topography and other natural features.

Finding: Appears to Comply. The subdivision layout results in improved pedestrian, bicycle and motor vehicular circulation in this area. The applicant indicated that “The proposed lot concept plan would utilize the existing streets, Maplelane Road and Maplelane Court, and provide street and pathways between the two. The traffic circle at Maplelane Road and Walnut Grove is accounted for and designed around in this concept. No direct lot access to Maplelane Road, other than at the traffic circle, is a part of this concept plan. A street pattern meeting the maximum block lengths is proposed with a pedestrian connections being proposed in the R-3.5 zoned area for meeting the standard. The cul-de-sac noted near the Thayer Road – Maplelane Road intersection is a conservative aspect of the concept plan. While the City may allow a right-in / right-out intersection and thus a cul-de-sac would not be needed, we cannot be sure. The extension of the street, in this case a cul-de-sac though would provide pedestrian access to Maplelane Road and possibly provide for emergency vehicle access as well” (Exhibit 2).

16.12.030 Blocks—Width.

The width of blocks shall ordinarily be sufficient to allow for two tiers of lots with depths consistent with the type of land use proposed.

Finding: Appears to Comply. The proposed development generally results in the formation of new blocks which provide two tiers of lots, where practicable.

16.12.040 Building sites.

The size, width, shape and orientation of building sites shall be appropriate for the primary use of the land division, and shall be consistent with the residential lot size provisions of the zoning ordinance with the following exceptions:
A. Where property is zoned and planned for commercial or industrial use, the community development director may approve other widths in order to carry out the city's comprehensive plan. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

B. Minimum lot sizes contained in Title 17 are not affected by those provided herein.

Finding: Appears to Comply. The buildings sites proposed are appropriate in size, width, shape, and orientation for residential development, as the dimensional standards for blocks and lot sizes are met. The applicant indicated that “The minimum lot sizes, depth and width dimensions were reviewed for each existing zoning category and the minimums are met in the concept plan. For example the R-3.5 zoning allows lots as narrow as 25 feet and no concept lot in that zoning district is proposed to average less than 25 feet in width. With respect to lot sizing the average lot size meet the code requirement for each zoning district, i.e. all the lots in R-3.5 average 3,500 SF; R-6 zoning lot areas average 6,577 SF; and R-10 zoning lot areas average 10,567 SF. (We note that three concept lots in the R-3.5 area also have some area within the R-6 zoned area, but for averaging purposes only the lot area within the R-3.5 zoned area is counted.) There are two lots split between the R-6 and R-10 zoning but the sizing purposes the two lots were sized to be meet R-10 standards” (Exhibit 2).

16.12.045 Building sites—Minimum density.

All subdivision layouts shall achieve at least eighty percent of the maximum density of the base zone for the net developable area as defined in Chapter 17.04.

Finding: Appears to Comply. The proposed development appears to comply with the minimum density.

16.12.050 Calculations of lot area.

A subdivision in the R-10, R-8, R-6, R-5, or R-3.5 dwelling district may include lots that are up to twenty percent less than the required minimum lot area of the applicable zoning designation provided the entire subdivision on average meets the minimum site area requirement of the underlying zone. The average lot area is determined by calculating the total site area devoted to dwelling units and dividing that figure by the proposed number of dwelling lots. Accessory dwelling units are not included in this determination nor are tracts created for non-dwelling unit purposes such as open space, stormwater tracts, or access ways.

A lot that was created pursuant to this section may not be further divided unless the average lot size requirements are still met for the entire subdivision.

When a lot abuts a public alley, an area equal to the length of the alley frontage along the lot times the width of the alley right-of-way measured from the alley centerline may be added to the area of the abutting lot in order to satisfy the lot area requirement for the abutting lot. It may also be used in calculating the average lot area.

Finding: Appears to Comply. The applicant submitted information identifying the size of all of the lots sizes if a subdivision were pursued.

16.12.055 Building site—Through lots.

Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major arterials or to overcome specific disadvantages of topography of existing development patterns. A reserve strip may be required. A planting screen restrictive covenant may be required to separate residential development from major arterial streets, adjacent nonresidential development, or other incompatible use, where practicable. Where practicable, alleys or shared driveways shall be used for access for lots that have frontage on a collector or minor arterial street, eliminating through lots.

Finding: Appears to Comply. The site is physically constrained by Maple Lane Road, Beaver Creek Road and Highway 213. The through lots proposed within the subdivision layout are limited to the locations adjoining the major roadways. The layout appears feasible.

16.12.060 Building site—Lot and parcel side lines.

The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve.

Finding: Appears to Comply. As far as practicable, the proposed lot lines and parcels run at right angles to the street upon which they face. This standard is met.

16.12.075 Building site—Division of lots.

Where a tract of land is to be divided into lots or parcels capable of redivision in accordance with this chapter, the community development director shall require an arrangement of lots, parcels and streets which facilitates future redivision. In such a case, building setback lines may be required in order to preserve future right-of-way or building sites.

Finding: Not Applicable. The proposed layout does not include a lot large enough to be subdivided.

CHAPTER 12.04 - STREETS SIDEWALKS AND PUBLIC PLACES

A subdivision layout was submitted in order to determine the appropriate number of lots which may be developed onsite and thus determine the number of automobile trips allowed under the current zoning designations. An excerpt of the applicable criteria is analyzed below to determine if the layout complies with the dimensional standards within the Oregon City Municipal Code.

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.

Finding: Complies with Condition. The applicant proposed to modify the mobility standards in OCMC 12.04.205. During the 2013 update to the Transportation System Plan, the City measured performance standards at select intersections. For the intersections which were anticipated to exceed the acceptable level of congestion in 2035, reasonable projects were identified that, when constructed, would result in compliance with the mobility standards. However, some intersections on the state highway system could not be brought into compliance with ODOT standards or the mobility standards in the Oregon City Municipal Code without unreasonably expensive projects for which there is no identified funding. The City proposed to temporarily exempt permitted and conditional uses from complying with the mobility standards identified in Chapter 12.04.205 of the Oregon City Municipal Code for the interchanges of I-205/99E, I-205/213 and OR 213/Beaver Creek Road and all state facilities within or adjacent to the Regional Center, provided the associated projects identified in the TSP are completed. Corridor studies

or alternate mobility standards are anticipated to be completed for each of the identified intersections to find reasonable solutions for the identified intersections but this work has not yet been completed.

This proposal entails a Zone Change and Comprehensive Plan Amendment adjacent to the intersection of Beavercreek Road and Highway 213, an intersection identified above as not currently meeting the applicable mobility standards. Chapter 12.04.205.D of the Oregon City Municipal Code exempts permitted and conditional uses from the mobility standards for the intersection of Highway 213/Beavercreek Road until a solution is identified, provided the minor improvements identified in the Transportation System Plan are completed. Though the applicant has not proposed a permitted or conditional use, the applicant proposed a zone change with a limit to the future traffic impact of development onsite to match that of a development which is a permitted use, known as a trip cap. The applicant submitted a subdivision layout which is likely to comply with the Oregon City Municipal Code and calculated the transportation impacts of the subdivision to determine the sites reasonable traffic impact if it were developed as a permitted use. The applicant then proposed a Zone Change and Comprehensive Plan Amendment with a trip cap, limiting the traffic allowed under the new zoning designation to match that of which would be allowed under the current zoning designation. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

Compliance with the following criteria is required:

12.04.007.A. *The modification meets the intent of the standard;*

Finding: Complies with Condition. The intent of the mobility standard in 12.04.205, as well as the Transportation System Plan, Transportation Planning Rule, Regional Transportation Functional Plan and the Oregon Highway Plan is to provide safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight. Because the applicant has proposed to limit the maximum transportation impact of any development onsite to match the transportation impact which is allowed under the current zoning designations with a trip cap, the proposal will have no effect on the transportation system. Future development onsite shall demonstrate compliance with the mobility standards and associated mitigation upon submittal of a development application. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.007.B. *The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;*

Finding: Please refer to the analysis in 12.04.007.A.

12.04.007.C. *The modification is consistent with an adopted plan; and*

Finding: Complies with Condition. The adoption of the Oregon City Municipal Code and associated Transportation System Plan included findings demonstrating compliance with the Oregon Highway plan and the Regional Transportation Plan. The proposed amendment will limit the transportation impacts to be consistent with the adopted plans. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.007.D. *The modification is complementary with a surrounding street design; or, in the alternative;*

Finding: Not Applicable. The Modification does not include an amendment of a street design.

12.04.007.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 indicated that the modification is requested for constitutional reasons.

12.04.175 Street Design--Generally.

The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. 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 section 12.04 shall be required to preserve the objectives of street extensions.

Finding: Appears to Comply. The concept subdivision plan meets the code requirements. Street connections are made to existing streets, in accordance with Transportation System Plan including a roundabout at Walnut Grove and Maplelane Road. The applicant indicated that "Connections to Beaver Creek Road would not be permitted, and whether a street connection to Maplelane Road south of the traffic circle would be allowed is questionable. At best it would be a right-in / right-out connection but in the concept plan we allowed for cul-de-sac design in this area as it would require more land area than a simple street connection to the Maplelane Road. However, as the concept cul-de-sac would abut the Maplelane Road right-of-way, pedestrian connections and if needed emergency traffic provisions could be provided for" (Exhibit 2). As the purpose of the subdivision layout is to determine the number of lots the site may be developed with in order to identify a transportation trip cap, and the applicant has chosen a cul-de-sac design which requires more land, this standard is met.

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 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 Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Minor Arterial	Mixed Use, Commercial or Public/Quasi Public	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	Residential	100 ft.	68 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(5) 12 ft. Lanes	6 ft.
Local	Mixed Use, Commercial or Public/Quasi Public	62 ft.	40 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		N/A	8 ft.	(2) 12 ft. Lanes	N/A
	Residential	54 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 20 feet and a minimum pavement width of 16 feet. If alleys are provided, garage access shall be provided from the alley.

Finding: Complies as Proposed. The proposed subdivision layout utilized a 54 foot right-of-way width for the interior (local) street network, as identified by the existing Residential Comprehensive Plan designation. The abutting portion of Maplelane Road is identified as a Minor Arterial in the Transportation System Plan, requiring a right-of-way width of 100 feet for the Residential Comprehensive Plan Designation. The applicant's layout includes a 100' right-of-way width for a majority of the frontage and up to a 145 foot width at the intersection of Maplelane Road and Walnut Grove Way to accommodate a roundabout, identified in the Transportation System Plan.

The City is concerned that the site will be developed in a piecemeal fashion and that the applicant may have an opportunity to avoid mitigating their proportional share of impacts from the overall development because there is no comprehensive plan for development of the site. Prior to approval of any future development on site, the applicant shall submit a layout of the roadway and intersection configurations within and adjacent to the subject site (including the proposed new street network internal to the site, Maplelane Court, Beaver Creek Road from Highway 213 to Maplelane Road, and Maplelane Road from Beaver Creek Road to the applicant's north property boundary). The plan shall identify all transportation infrastructure as well as a phasing schedule of when the infrastructure will be installed coupled with a finance plan identifying reasonable funding sources for the infrastructure. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

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: Appears to Comply. The proposed street alignments meet the City requirements.

12.04.195 Spacing Standards.

12.04.195.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 530 feet and the minimum block spacing between streets is 150 feet as measured between the right-of-way centerlines. If the maximum block size is exceeded, pedestrian accessways must be provided every 330 feet. The spacing standards within this section do not apply to alleys.

Finding: Appears to Comply. The block length for the southern most street as well as the block length for the western most street appear to exceed the block length standard of 530 feet. As allowed in this standard, a pedestrian accessway, designed to comply with 12.04.199, may be allowed when the block length exceeds 530 feet and the additional connectivity is not needed due to the constraints of the site. The applicant proposed two pedestrian connections in these locations.

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 Thoroughway 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 Thoroughway 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 20 vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than 20 vehicles during the peak hour.
- 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 / Beaver Creek 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 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: The application includes a modification of this standard. Please refer to the analysis in 12.04.007. Future development of the site is subject to compliance with this standard upon submittal of a development application.

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 25 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: Likely to Comply. The proposed interior street would be required to be connected to Maple Lane (at the intersection of Thayer) unless deemed unsafe. The applicant believes the connection will have to be modified and has thus included a cul-de-sac design which requires more land than connecting the street to Maplelane Road. The applicant indicated that “A cul-de-sac is show[n] as part of the Concept Lot Plan in the southeast portion of the Concept development. While it is possible that the City might allow a right-in / right-out type of intersection where the cul-de-sac is located on the concept plan. [W]e were not confident that this would be case and more conservatively showed a cul-de-sac as it requires more land area than a standard street intersection would at the same location. The Thayer Road intersection with Maplelane Road has at times congestion issues for vehicles making left turn lanes onto Maplelane Road. That is why the Transportation Master Plan called for a traffic circle at Walnut Grove and Maplelane Road, to allow for drivers wanting to get to Beavercreek Road to make a right turn from Thayer and go around the circle to gain access to Beavercreek Road. In the Concept Lot Plan the cul-de-sac is pushed tight to the Maplelane Road right-of-way (an arterial street) to allow for pedestrian connections and if needed emergency vehicles” (Exhibit 2). As the purpose of the subdivision layout is to determine the number of lots the site may be developed with in order to identify a transportation trip cap, and the applicant has chosen a cul-de-sac design which requires more land, this standard is met.

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: Appears to Comply. Alleys may be placed within easements and thus a requirement for an alley would not require additional land.

CHAPTER 17.08 - R-10 SINGLE FAMILY DWELLING DISTRICT

17.08.040. Dimensional Standards

A. Minimum lot areas, ten thousand square feet;

B. Minimum lot width, sixty-five feet;

C. Minimum lot depth, eighty feet;

Finding: Appears to Comply. Portions of the subject site are currently within the “R-10” Single-Family Dwelling District. The applicant has proposed to change the zoning designation of the site to “MUC-2” Mixed-Use Corridor District.

Though the applicant did not propose any development onsite, a subdivision layout was included in the application to determine the transportation impact of developing under the current zoning designation. The subdivision layout contains lots within the “R-10” Single-Family Dwelling District which appear to comply with the minimum lot width and depth and are feasible.

CHAPTER 17.12 - "R-6" SINGLE-FAMILY DWELLING DISTRICT

17.12.040. Dimensional Standards

A. Minimum lot areas, six thousand square feet;

B. Minimum lot width, fifty feet;

C. Minimum lot depth, eighty feet;

Finding: Appears to Comply. Portions of the subject site are currently within the "R-6" Single-Family Dwelling District. The applicant has proposed to change the zoning designation of the site to "MUC-2" Mixed-Use Corridor District.

Though the applicant did not propose any development onsite, a subdivision layout was included in the application to determine the transportation impact of developing under the current zoning designation. The subdivision layout contains lots within the "R-6" Single-Family Dwelling District which appear to comply with the minimum lot width and depth and are feasible.

CHAPTER 17.16 - "R-3.5" DWELLING DISTRICT

Finding: Appears to Comply. Portions of the subject site are currently within the "R-3.5" Single-Family Dwelling District. The applicant has proposed to change the zoning designation of the site to "MUC-2" Mixed-Use Corridor District.

Though the applicant did not propose any development onsite, a subdivision layout was included in the application to determine the transportation impact of developing under the current zoning designation. The subdivision layout contains lots within the "R-3.5" Dwelling District which appear to comply with the minimum lot width and depth and are feasible.

CHAPTER 13.12 - STORMWATER CONVEYANCE, QUANTITY AND QUALITY

Finding: Appears to Comply. Stormwater management facilities will be designed and sized concurrent with subsequent development applications. Though the applicant did not propose any development onsite, a subdivision layout was included in the application to determine the transportation impact of developing under the current zoning designation. The conceptual plan includes several stormwater facility tracts which appear reasonably sized for purposes of this evaluation of allowable lot yield.

CHAPTER 17.49 – NATURAL RESOURCE OVERLAY DISTRICT

Finding: Likely to Comply. Though the applicant did not propose any development onsite, a subdivision layout was included in the application to determine the transportation impact of developing under the current zoning designation. The applicant did not complete a study to determine the exact location of the Natural Resource Overlay District, though the general design may potentially comply with the standards in Chapter 17.49 of the Oregon City Municipal Code.

CHAPTER 17.44 – GEOLOGIC HAZARDS OVERLAY DISTRICT

Finding: Likely to Comply. Though the applicant did not propose any development onsite, a subdivision layout was included in the application to determine the transportation impact of developing under the current zoning designation. City records indicate limited areas impacted by the Geologic Hazards Overlay District. The applicant did not complete a study to determine the exact location of the Overlay, though the general design appears to potentially comply with the standards in Chapter 17.44 of the Oregon City Municipal Code.

CHAPTER 17.50 - ADMINISTRATION AND PROCEDURES

17.50.010 Purpose.

This chapter provides the procedures by which Oregon City reviews and decides upon applications for all permits relating to the use of land authorized by ORS Chapters 92, 197 and 227. These permits include all form of land

divisions, land use, limited land use and expedited land division and legislative enactments and amendments to the Oregon City comprehensive plan and Titles 16 and 17 of this code. Pursuant to ORS 227.175, any applicant may elect to consolidate applications for two or more related permits needed for a single development project. Any grading activity associated with development shall be subject to preliminary review as part of the review process for the underlying development. It is the express policy of the City that development review not be segmented into discrete parts in a manner that precludes a comprehensive review of the entire development and its cumulative impacts.

Finding: Complies as Proposed. The proposed Amendment to the Comprehensive Plan and associated Zone Change Review is subject to a Type IV discretionary approval. The applicant's narrative and the accompanying plans and supporting studies are all provided in an effort to present comprehensive evidence to support the proposed office development.

17.50.030 Summary of the City's Decision-Making Processes.

Finding: Complies as Proposed. The proposed Amendment to the Comprehensive Plan and Zone Change application is being reviewed pursuant to the Type IV process. Notice was posted onsite, online and mailed to property owners within 300 feet of the proposed development site and posted in the paper.

17.50.050 Preapplication Conference

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 (file PA 15-02) on February 10, 2015. The land use application was submitted on July 24, 2015. As the applicant continued to discuss the proposal and meet with City staff and there were no major changes to the development proposal or the applicable Oregon City Municipal Code, the applicant was not required to submit an additional pre-application conference. The application was deemed incomplete on August 17, 2015 and after the submittal of additional information the application was deemed complete on September 10, 2015.

17.50.055 Neighborhood Association Meeting

Finding: Complies as Proposed. The applicant's representatives attended the Caufield Neighborhood general membership meeting on January 27, 2015. Notes, a sign-in sheet and additional information from the meeting is included in Exhibit 2.

17.50.060 Application Requirements.

Finding: Complies as Proposed. All application materials required are submitted with this narrative.

17.50.070 Completeness Review and 120-day Rule.

Finding: Complies as Proposed. The application was deemed complete on September 10, 2015. The City has until January 8, 2016 to make a final determination.

17.50.080 Complete Application--Required Information.

Finding: Please refer to the analysis in 17.50.50 of this report.

17.50.090 Public Notices.

Finding: Complies as Proposed. Once the application was deemed complete, the City noticed the application to property owners within 300 feet of the subject site, neighborhood association, Citizens Involvement Council, general circulation paper, and posted the application on the City's website. In addition, the applicant posted signs on the subject site. All interested persons have the opportunity to comment in writing or in person through the public hearing process. This policy has been met. Staff provided email transmittal of the application and notice to affected agencies, the Natural Resource Committee and to all Neighborhood Associations requesting comment. The following comments have been submitted to the Planning Division:

Mike Roberts, Building Official for the City of Oregon City submitted comments regarding applicable construction regulations (Exhibit 6).

Comments from Joshua Brooking, Assistant Planner at ODOT submitted comments about future right-of-way acquisition (Exhibit 7). As identified within this report, the applicant will identify the design of the right-of-way with the first development application within the project boundary.

No conflicts with the approval criteria were identified in the public comments submitted.

17.50.100 Notice Posting Requirements.

Finding: Complies as Proposed. The site was posted with a sign longer than the minimum requirement.

17.50.130.D Modification of Conditions. Any request to modify a condition of permit approval is to be considered either minor modification or a major modification. A minor modification shall be processed as a Type I. A major modification shall be processed in the same manner and shall be subject to the same standards as was the original application. However, the decision-maker may at their sole discretion, consider a modification request and limit its review of the approval criteria to those issues or aspects of the application that are proposed to be changed from what was originally approved.

Finding: Complies with Condition. This application is being processed as a Type IV application which will go before the Planning Commission and City Commission for a decision. The Oregon City Municipal Code requires any future amendments to this application to also go before the Planning and City Commissions as a Type IV application. After the necessary studies are conducted for the failing intersections identified above, the City is obligated to create a plan to address the congestion and amend the applicable section of the Oregon City Municipal Code to implement a solution. The applicant has submitted a request that would allow the applicant to exceed the limited vehicular trip cap once the necessary studies are compiled and the Oregon City Municipal Code is amended to allow additional vehicular trips through the aforementioned intersections (specifically Highway 213 and Beavercreek Road) by a Type III or Type II review.

The City believes this is a reasonable request provided the infrastructure for the site is developed in a comprehensive manner and because the amendment to the Oregon City Municipal Code will go before the Planning Commission and the City Commission, similar to the Type IV process. Prior to approval of any future development on site, the applicant shall submit a layout of the roadway and intersection configurations within and adjacent to the subject site (including but not limited to Beavercreek Road from Highway 213 to Maplelane Road, and Maplelane Road from Beavercreek Road to the applicant's north property boundary). The design shall comply with the Oregon City Municipal Code and be based

upon a transportation impact analysis for all permitted and conditional uses identified within the “MUC-2” Mixed Use Corridor 2 District, without a trip cap. The plan shall identify all transportation infrastructure as well as a phasing schedule of when the infrastructure will be installed coupled with a finance plan identifying reasonable funding sources for the infrastructure. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

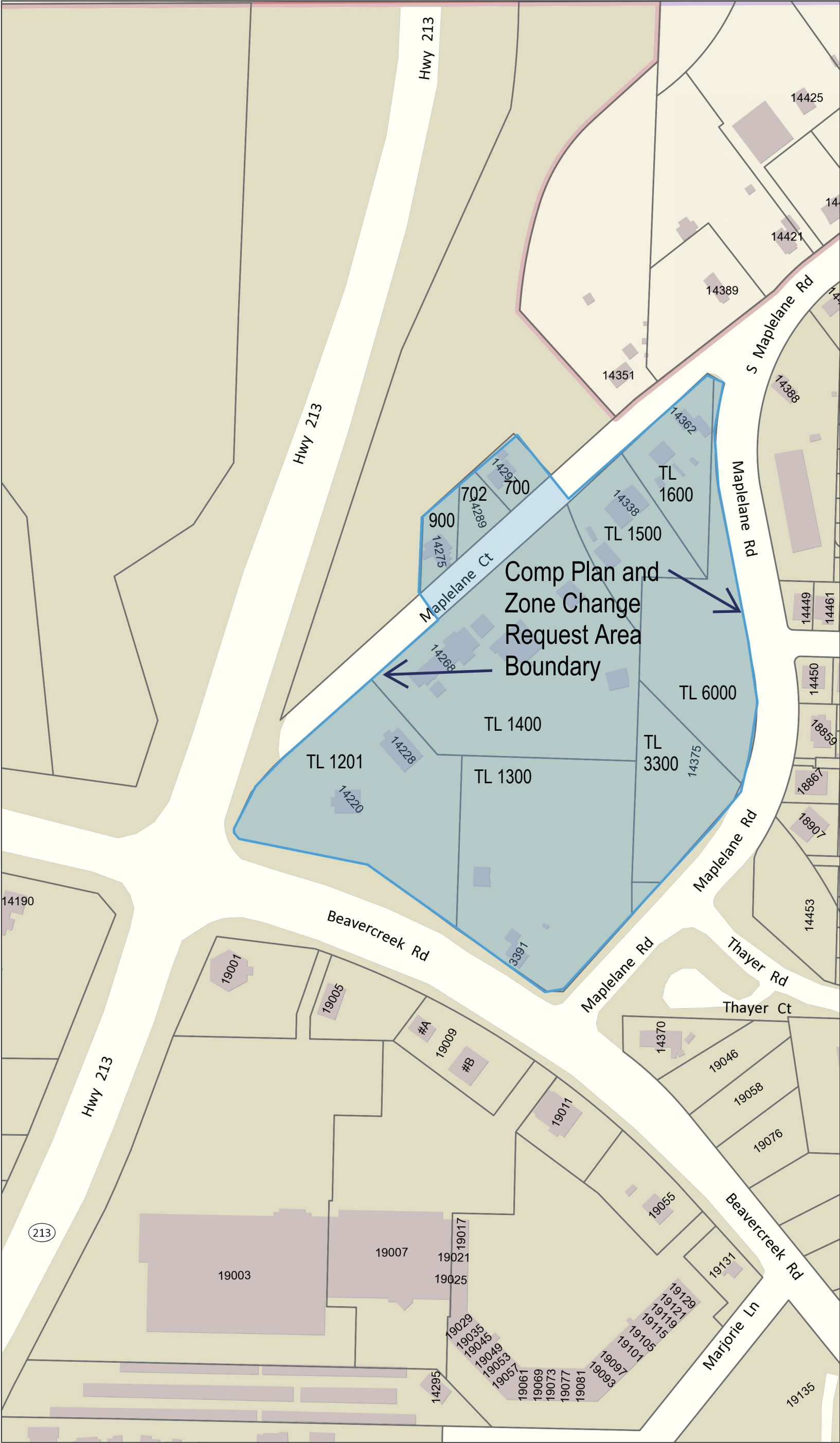
CONCLUSION AND RECOMMENDATION:

Based on the analysis and findings as described above, Staff concludes that the proposed Zone Change and Comprehensive Plan Amendment located at Clackamas County 32E04C, Tax Lots 700, 702, 900, 1201, 1300, 1400, 1500, 1600 and Clackamas County Map 32E04CD, Tax Lots 3300, 5900, 6000, 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 and City Commission approve ZC 15-03 and PZ 15-01 with conditions, based upon the findings and exhibits contained in this staff report.

EXHIBITS:

1. Vicinity Map
2. Applicant’s Narrative and Plans
3. Comments from John Replinger of Replinger and Associates, City Consultant
4. Comments from Wes Rodgers, Director of Operations at the Oregon City School District
5. Comments from Ken Kent, Land Use Review Coordinator for Clackamas County
6. Comments from Mike Roberts, Building Official for the City of Oregon City
7. Comments from Joshua Brooking, Assistant Planner at ODOT

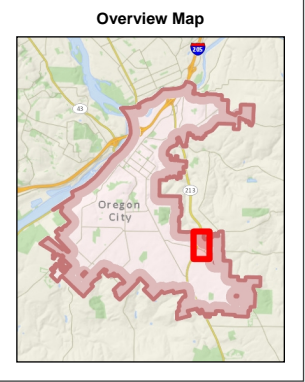
Oregon City GIS Map



Legend

- Taxlots
- Unimproved ROW
- City Limits
- UGB
- Basemap

Notes



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.



0 200 400 600 Feet

1: 2,400

Map created 7/24/2015

CPA-ZC Boundary Area and Tax Lot Numbers of Parcels Involved

City of Oregon City
PO Box 3040
625 Center St
Oregon City
OR 97045
(503) 657-0891
www.orecity.org





LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD) Verification

Type II (OCMC 17.50.030.B)

- ☐ Extension
- ☐ Detailed Development Review
- ☐ Geotechnical Hazards
- ☐ Minor Partition (<4 lots)
- ☐ Minor Site Plan & Design Review
- ☐ Non-Conforming Use Review
- ☐ Site Plan and Design Review
- ☐ Subdivision (4+ lots)
- ☐ Minor Variance
- ☐ Natural Resource (NROD) Review

Type III / IV (OCMC 17.50.030.C)

- ☐ Annexation
- ☐ Code Interpretation / Similar Use
- ☐ Concept Development Plan
- ☐ Conditional Use
- ☐ Comprehensive Plan Amendment (Text/Map)
- ☐ Detailed Development Plan
- ☐ Historic Review
- ☐ Municipal Code Amendment
- ☐ Variance
- ☐ Zone Change

File Number(s): PA 15-02

Proposed Land Use or Activity: Comprehensive Plan Amendment (from LUR and MR to MUC) and Zone Change (from R-3.5, R-6 and R-10 to MUC-2)

Project Name: Hilltop Plan Amendment **Number of Lots Proposed (If Applicable):** n/a

Physical Address of Site: 14228, 14268, 14275, 14289, 14297, 14338, & 14362 Mapelane Ct., 14375 Mapelane Rd., and 3391 Beaver Creek Rd.

Clackamas County Map and Tax Lot Number(s): Map 32E04C, TL 700,702, 900, 1201, 1300, 1400, 1500, 1600; Map 32E04CD TL 3300, 5900 6000

Applicant(s):

Applicant(s) Signature: Historic Properties, LLC by Daniel W. Fowler member/manager

Applicant(s) Name Printed: Dan Fowler for Historic Properties, LLC **Date:** 7-21-2015

Mailing Address: 1300 John Adams Street, Oregon City, OR 97045

Phone: 503-655-1455 **Fax:** 503-650-1970 **Email:** danf@abernethycenter.com

Property Owner(s):

Property Owner(s) Signature: Historic Properties, LLC by Daniel W. Fowler member/manager

Property Owner(s) Name Printed: Histioic Properties, LLC (same as above) **Date:** 7/21/15

Mailing Address: Same

Phone: _____ **Fax:** _____ **Email:** _____

Representative(s):

Representative(s) Signature: Thomas Sisul

Representative (s) Name Printed: Tom Sisul for Sisul Engineering **Date:** 7-21-2015

Mailing Address: 375 Portland Avenue, Gladstone, OR 97027

Phone: 503-657-0188 **Fax:** 503-657-5779 **Email:** tomsisul@sisulengineering.com

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.

Application for Comprehensive Plan Amendment and Zone Change

Applicant	Historic Properties, LLC 1300 John Adams Street Oregon City, OR 97045 Contact: Dan Fowler
Representative	Sisul Engineering. 375 Portland Avenue Gladstone, OR 97027 (503) 657-0188 Contact: Tom Sisul
Location	14228, 14268, 14275, 14289, 14297, 14338, & 14362 Maplelane Court, 14375 Maplelane Road and 3391 Beaver creek Road
Legal Description	Tax Lots 700, 702, 900, 1201, 1300, 1400, 1500, 1600; Assessor Map 3 2E 04C and Tax Lots 3300, 5900, 6000; Assessor Map 3 2E 04CD
Zoning	R-10 (TL 1500, 1600, 3300 and 5900); R-6 (TL 1300 and 6000) and R-3.5 (TL 700, 702, 900, 1201 and 1400)
Comprehensive Plan	R-10 and R-6 Low Density Residential R-3.5 Medium Density Residential
Site Size	Total Area – 693,200 SF (15.69 AC); R-10 parcels – 135,600 SF, R-6 parcels – 224,800 SF and R-3.5 parcels – 332,800 SF
Proposal	<ol style="list-style-type: none">1. Comprehensive Plan Amendment to change CP designations from Low and Medium Density Residential (LR and MR) to Mixed Use Corridor (MUC)2. Zone change from R-10, R-6 and R-3.5 to Mixed Use Corridor (MUC-2)3. Cap evening peak hour trips from/to the proposed rezoning site area, as a whole, at 152, per the Trip Generation Analysis of Lancaster Engineering.4. Eliminate the following permitted and conditional uses from the proposed zone change area<ol style="list-style-type: none">a) Permitted Uses<ol style="list-style-type: none">i. Medical or dental clinics, outpatient infirmary servicesii. Museums, libraries and cultural activities

- iii. Postal Services
 - iv. Repair shops, for radio and television, office equipment, bicycles, electronic equipment, shoe and small appliances and equipment.
 - v. Restaurants, eating and drinking establishments without a drive through.
 - vi. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores, and similar.
- b) Conditional Uses
- i. Ancillary drive-in or drive through facilities.
 - ii. Gas stations.

Site Description

The site is located in the middle eastern side of Oregon City, largely bounded by Beavercreek Road to the south, Maplelane Road to the east, and Maplelane Court to the west, although there is a small area of the site that lies just west of Maplelane Court.

The existing parcels that make the total site currently have access to Maplelane Road and Maplelane Court. There are 6 existing residences, a church and the School District existing bus facilities among the various parcels. Beavercreek Road is classified by the City as a major arterial street, Maplelane Road is classified as a minor arterial and Maplelane Court and other nearby streets are all classified as local residential streets, except Hwy 213 which is a controlled access highway and Thayer Road is classified as a collector.

The site has some moderate slope across most of site area with the general fall towards Beavercreek Road. Trees on the site are scattered around the site, generally following existing property lines. The upper portion of Newell Creek crosses the site paralleling Beavercreek Road and lies near Beavercreek Road. Associated with the Newell Creek drainageway there are NROD and WQROD overlays along that portion of the site. For the portion of the site west of Maplelane Court there is a geologic hazard overlay as well.

The site is bordered generally by single-family residences to the east of Maplelane Road, some of which are developed at City densities and some are remnants of the earlier County zoning. To the southwest, and across Beavercreek Road from the site is a large commercial development, including large box stores and fast food eateries. To the northwest between site and Hwy 213 there is land owned by Metro for a park preserve and a few large lots occupied by a single residences.

Adjacent properties are zoned R-2 (southeast across Maplelane Road and south of Thayer), R-8 (northwest), and R-6 and R-10 (east). Land to the south across Beavercreek Road is zoned Commercial.

Proposal

This application includes two requests: a change in the Comprehensive Plan from LR and MR to MUC and a similar change from present zoning of R-3.5, R-6 and R-10 to MUC-2 zoning.

An evening (PM) peak hour trip cap of 152 is proposed for a combined total of all the uses proposed within the comprehensive plan amendment and zone change area. This would match the maximum number of possible evening hour trips that would be expected under the present zoning for the parcels in question. In conjunction with the trip cap, it is proposed that several of the permitted and conditional uses in the MUC zoning, that would generally be considered higher trip generator uses, would not be allowed in the proposed rezoning area. The uses that are proposed to not be permitted are those noted below:

Permitted Uses

- Medical or dental clinics, outpatient infirmary services
- Museums, libraries and cultural activities
- Postal Services
- Repair shops, for radio and television, office equipment, bicycles, electronic equipment, shoe and small appliances and equipment.
- Restaurants, eating and drinking establishments without a drive through.
- Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores, and similar.

Conditional Uses

- Ancillary drive-in or drive through facilities.
- Gas stations

Public utilities and facilities are either available will have to be extended from nearby existing facilities to serve future redevelopment of the site. Specifics about such future utility extensions will be addressed with the future Design Review or other similar land use applications.

Comprehensive Plan Amendment and Zone Change Standards and Requirements

In order to change the Comprehensive Plan from the current LR and MR plan designations to the proposed MUC and the zoning from the current R-3.5, R-6 and R-10 on the subject site to the proposed MUC-2, appropriate chapters and sections of the Oregon City Municipal Code must be addressed. The primary chapter to be addressed is *Chapter 17.68, Zone Changes and Amendments*.

Chapter 17.68 Zoning Changes and Amendments

17.68.010 Initiation of the Amendment

Finding: An amendment to the zoning map and comprehensive plan map, as is proposed by this application, may be done by: “*C. An application to the planning director on forms and accompanied by information prescribed by the planning commission*”. Because the property owners’ agent is submitting the proposed application, and the property owners agree by and through their signature on the main application, and all the necessary and required information is included, this requirement is fulfilled. This application will be routed to a public hearing before the Oregon City Planning Commission.

17.68.020 Criteria

This subsection contains four (4) criteria that must be addressed and satisfied in order for a zone change application to be approved.

A. The proposal shall be consistent with the goals and policies of the comprehensive plan.

Finding: The proposed comprehensive plan amendment to change the Comprehensive Plan designation from LR and MR to MUC is consistent with Comprehensive Plan, as identified and discussed below.

Section (Goal) 1 – Citizen Involvement

The Oregon City Code includes various provisions to insure that citizen involvement is guaranteed for individual citizens, neighborhood organizations, property owners, and other special interest groups. As required, the applicant has met with the Caulfield Neighborhood Association, and has talked with neighbors. (The neighborhood meeting notes and attendance list is to be submitted with this application.) Further, once the application is complete, the City will send notices to surrounding property owners (within 300 feet), the local neighborhood association (Caulfield NA), the Citizen Involvement Council, and will be posted for public notification on the city’s website. In addition, the site will be posted prior to the public hearing. Thus, citizens will be provided the opportunity to comment on the proposed comprehensive plan amendment and zone change in compliance with Goal 1.4.

Section (Goal) 2 – Land Use

Goal 2.1 seeks to insure that properties planned for the various uses within the city are used efficiently and that land proposed for development is done so through the principles of sustainable development. The proposed comprehensive plan amendment from LR and MR to MUC will allow better use of land allowing a mix of and more appropriate uses near the busy arterials of HWY 213

and Beaver Creek Road, thus using the subject site more efficiently and effectively, which will act as a transition between the single family residential to the east of Maple Lane Road and north of Thayer Road and the commercial area to the south of Beaver Creek Road. The comprehensive plan amendment designation to MUC will allow an effective way to make the transition between the different uses on either side of the zone change area, and thus this Goal will be satisfied.

Goal 2.3 seeks to focus transit oriented, higher intensity, mixed-use development along transit corridors. Most of the proposed comprehensive plan amendment site area lies within ¼ mile of a transit corridor and transit stop. Infill and redevelopment opportunities with high density residential development is one the goals of this portion of the Comprehensive Plan and thus this goal would be met.

Goal 2.4 seeks to maintain and protect the viability of local neighborhoods, which will be done through the re-development of the subject site. The MUC comprehensive plan designation will allow a transition and mix of uses to between the LR designated land to the east and the commercial land to the south and also provide some buffer between the LR lands to the east and Hwy 213. In addition, alternate transportation modes through and around the subject site will allow for bike, trail and pedestrian pathways will allow better connectivity from east to west and south to north. This goal will be met with the proposed comprehensive plan amendment.

Goal 2.7 seeks to utilize the Oregon City Comprehensive Plan Land Use Map as the official guiding document for land development throughout the city. The proposed comprehensive plan amendment will alter the Comprehensive Plan Land Use Map and Zoning Maps, but in way that allows for better transitioning between low density and commercial zones, at the same time allow for in-fill of what is currently largely underdeveloped lands.

Since the site is “isolated” in terms of its location relative to most other undeveloped or re-developable parcels, by arterials and collector streets its re-development as proposed through MUC uses, modified as proposed, will contribute to the infill process. The comprehensive plan amendment will allow for a transitioning between low density and commercial zoning.

Section (Goal) 3 – Agricultural Lands and Section (Goal) 4 – Forest Lands are not applicable because the subject site is within the Urban Growth Boundary no forest lands have been designated as such within the City.

Section (Goal) 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources

Goal 5.1 seeks to conserve fish and wildlife habitat and provide recreational opportunities. The proposed comprehensive plan amendment from LR and MR to MUC would allow for greater flexibility in terms of uses and development patterns to better preserve and enhance fish and wildlife habitat. It would also allow for pedestrian connectivity through the subject area via pathways and trails.

There would no scenic views (Goal 5.2) or historic structures or resources (Goal 5.3) impacted by the redevelopment of the site.

Goal 5.4 seeks to conserve and restore the City's natural resources. The additional flexibility under a MUC plan designation would allow to better meet this goal.

Section (Goal) 6 – Quality of Air, Water and Land Resources

This Goal (Section) contains Goal 6.1, Policy 6.1.1 which seeks to promote land use patterns that reduce travel by single occupancy vehicles and promote travel by walking, bicycling, and transit to various destinations. The subject site is located across the street from a commercial center and across HWY 213 from a transit stop. Development of the site with higher density residential and mixed uses will allow this reduced dependence on single occupancy vehicles, both because of nearby shopping and nearby transit opportunities, along with better pedestrian connections. Through these means, Policy 6.1.1 will be satisfied.

Policy 6.1.2 seeks to utilize development practices that meet or exceed regional, state and/or federal standards for air quality. Every effort will be made to utilize best management practices when it comes to site development, thus satisfying this policy.

Policy 6.1.4 emphasizes the use of the city's tree canopy to promote air quality. As many existing trees as possible will be retained, and with the city's requirement for mitigation for lost trees, and the requirement for planting of new street trees, the tree canopy on this site, as a whole will be well used to promote local air quality.

Goal 6.2, Water Quality, seeks to control erosion and sedimentation associated with land development, which will protect water quality. Using best management practices for construction of the infrastructure of the basic subdivision, then BMP's for new building(s) construction, local and regional water quality will be promoted and protected, thus fulfilling Goal 6.2 and Policy 6.2.1.

Goal 6.3, Nightlighting, seeks to reduce the impacts of local lighting at nighttime, and to use energy efficient lighting while continuing to provide night lighting that will be a factor in public safety without adversely impacting neighboring properties and homes. Because this site area will be re-developed with new development, only the most current energy efficient lighting will be used for public fixtures. With new structures to be built on the individual parcels, the same degree of energy efficient lighting will be employed, thus satisfying this Goal and its related Policies.

Goal 6.4, Noise, seeks to prevent excessive noise that will adversely impact the health, welfare, safety, and enjoyment of the local lifestyle by the existing and future residents of the local neighborhood. The subject site is already impacted by the heavy traffic and higher speeds being traveled on Hwy 213, and resultant noise. The change of the comprehensive designation from LR and MR to MUC should be a better fit for current sound levels. In addition the larger mass of building possible under the MUC designation along with increased vegetation should reduce the existing noise impacts to neighboring LR designated lands to the east, thus protecting the local residents from any adverse impacts. As such, this Goal should be satisfied.

Section (Goal) 7 – Natural Hazards

Under Goal 7.1 natural hazards such as flooding and/or seismic hazard will neither be increased nor accelerated through the proposed comprehensive plan amendment. No portion of

the site lies within a flood zone area, however a small portion of the site is mapped as in the buffer area around a landslide are. Geotechnical analysis of this potential hazards by Hart-Crowser indicates that while the site in its entirety has a low potential to be impacted by the deep seated and ancient landslide that is a part of Newell Canyon, there is a moderate chance of localized stability problems related to the headscarp of the deep seated landslide area. (See memorandum from dated 7-13-2015 from Tim Blackwood of Hart-Crowser. The intent of Goal 7.1 is to protect life and property loss from destruction of natural hazards. With the comprehensive plan amendment, more flexibility to site buildings and the ability to use more extensive stability measures common with larger mass buildings can better protect life and property, thus this Goal can be met.

Section (Goal) 8 – Parks and Recreation

This Goal is designed to provide recreational opportunities and sites for all residents of Oregon City. The proposed comprehensive plan amendment from LR and MR to MUC should not put significant additional burden on existing or planned parks and recreational facilities, and in fact may lessen the need by providing for localized private open space and recreation facilities and an older demographic who may be less likely to use traditional park facilities. Therefore, this Goal will be satisfied.

Section (Goal) 9 – Economic Development

The proposed comprehensive plan amendment to MUC will provide employment opportunity for both on a temporary and permanent basis. Temporary construction jobs in building the infrastructure, both public and private, and the new structures. Permanent employee opportunities in terms of allowable uses under the MUC designation will be significant under existing LR and MR designations. In addition, taxes levied on the redevelopment will increase the local revenues for support of services and facilities. Through the proposed comprehensive plan amendment, the goal to improve economic development in the city will be contributed to, thus fulfilling this goal.

Section (Goal) 10 – Housing

Goal 10.1, Diverse Housing Opportunities, Policy 10.1.3 seeks to “*designate residential land for a balanced variety of densities and types of housing*”. This proposed comprehensive plan amendment will allow for more diverse housing opportunities than presently allowed including Senior Living facilities for independent living, assisted living and memory care facilities. With this greater range of senior housing options, this Goal will be satisfied.

Goal 10.2 seeks to increase the supply of affordable housing in Oregon City. Among the uses allowed with the proposed Comprehensive Plan Adjustment and Zone Change would be apartments. Also, the primary intent of the redevelopment at this time is for senior living housing. For seniors needing monitoring and care, assisted living facilities are often a lower cost than in-home care choices depending upon the circumstances. In general the opportunity for multi-family living and senior living facilities will provide the citizens of Oregon City with more affordable choices than possible under single family housing zoning, thus satisfying this Goal.

Section (Goal) 11 – Public Facilities

Goal 11.1 seeks to “*serve the health, safety, education and welfare of all Oregon City residents through the planning and provision of adequate public facilities*”. Much of the nearby Caulfield Neighborhood has already been developed, public facilities and services such as sanitary sewer, water, fire and police protection, educational facilities, library, etc. are already in place or can be easily extended and capable of serving the potential uses of a comprehensive plan amendment to MUC. (Utility extensions to serve specific developments within the proposed Comprehensive Plan Amendment and Zone Change area will be done in conjunction with development applications. However, all areas of the CPA/ZC area are presently served or capable of being served adequately by extension of nearby facilities.)

Schools impacts are expected to be less under the MUC-2 zoning than with the present residential zonings, as residential development for families will not be significant component of the development.

Health facilities such Willamette Falls Hospital which is a relatively short distance away, as are numerous other medical facilities and offices, will serve the expected senior population that is intended to be a significant component of the development under the CPA/ZC. Therefore, health, safety and other components of this Goal can be met.

Policy 11.1.1 also seeks to “*ensure adequate public funding for . . . public facilities and services . . .*”. Additional taxes and fees paid by all of the new development and residents of the proposed re-development of the subject site will contribute to the funding of the facilities and services listed in this Goal. The higher re-development will help to provide additional funding beyond what would be received from homes developed under the existing LR and MR zoning.

Policies 11.1.2, 11.1.3, 11.1.4, 11.1.5, and 11.1.6 will be satisfied through the proposed re-development, allowed under MUC designation. The provision of public facilities and services will be consistent with the goals, policies and implementing measures of the Comprehensive Plan, and, because the site is within the city limits, the integrity of local public facility plans will be maintained. The subject site is an infill re-development opportunity. Therefore, Goal 11.1 will be fulfilled.

Other Goals contained within Section (Goal) 11 will also be satisfied and fulfilled because the proposed comprehensive plan amendment will not negatively impact any public facilities and services within the city. With the transportation trip cap and elimination of some of the permitted and conditional uses that would otherwise be permitted or considered, the following Goals and their associated Policies will all be fully satisfied and fulfilled without any undo or significant impact on these facilities and services as a result of the proposed comprehensive plan amendment and zone change.

- 11.2, Wastewater
- 11.3, Water Distribution
- 11.4, Stormwater Management
- 11.5, Solid Waste
- 11.6, Transportation Infrastructure
- 11.7, Private Utility Operations
- 11.8, Health and Education

- 11.9, Fire Protection
- 11.10, Police Protection
- 11.11, Civic Facilities
- 11.12, Library

Section (Goal) 12 – Transportation

Goal 12.1, Land Use-Transportation Connection, seeks to “*ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City*”. The various Policies contained within this Goal are supported by the proposed comprehensive plan amendment. This will be a walkable neighborhood, connected to and becoming a part of the Caulfield Neighborhood. It will support the development of trails and pedestrian ways to connect the area east of Maplelane Road to the Metro Park site along Hwy 213. The new local street within the subdivision will be built with sidewalks and they will connect to existing sidewalks along S. Beaver Creek Road and allow future connection to trails and walkways when the adjoining Metro Park is developed. Therefore, this particular Goal will be satisfied.

Goal 12.6, Capacity, seeks to “*develop and maintain as transportation system that has enough capacity to meet users’ needs*”. The *Trip Cap Analysis Letter* prepared by Lancaster Engineering notes that what the maximum Daily, AM and PM peak trips are possible with full build out under the present residential zoning. To avoid impacts to the transportation facilities beyond those that would be possible under the present zonings, the applicant proposes a trip cap to limit development within the comprehensive plan amendment and zone change application area. Based on the analysis from Lancaster Engineering a maximum PM trip cap of 152 trips during the peak PM peak hour is proposed. The PM peak hour is when the transportation facilities, from the proposed CPA/ZC site area, would have the most likely impact on transportation facilities. By limiting the amount of trips that would be allowed from future development within the area of the proposed CPA/ZC equal to that would be possible under the present zoning, the transportation impacts of the rezoning would be no greater on the transportation system than what present zoning would allow. Therefore, this Goal will be met and satisfied.

Section (Goal) 13 – Energy Conservation

As necessary and appropriate, the proposed comprehensive plan amendment and zone change will satisfy this Section (Goal) because there will be an increase in local density on this re-development site, allowing a mixed of land uses and compatibility of such uses with the existing neighboring commercial uses across Beaver Creek Road from the site. Eventually street and sidewalk connectivity will be provided, and new development on the subject site will contribute to energy efficiency by using energy efficient methods and materials. Where possible, new energy efficient sources and practices will be employed to the greater benefit of the general public and the City of Oregon City.

Section (Goal) 14 – Urbanization

This proposed comprehensive plan amendment will contribute to achieving this Section (Goal) by increasing re-development potential within the City limits, via allowing a more flexible and appropriate uses to be developed on the subject parcel. Through these measures, some pressure may be removed from the need to expand the urban growth boundary. Because the site is within the city limits of Oregon City, and re-development of the subject site will contribute to the urbanization of the city. This is in keeping with Policies 14.1.1, 14.2.1, 14.2.2, 14.3.1, and 14.3.4. As such, this Section (Goal) and its related Goals and Policies are satisfied and fulfilled.

Section (Goal) 15 – Willamette River Greenway

Directly, this Section (Goal) does not apply because the subject site is not within the designated Willamette River Greenway. However, all development in Oregon City impacts the Willamette River in one or more ways. Through land development practices that are best management practices, through the maintaining of as much tree cover on the site as possible, through the control of runoff and stormwater management, and through proper land use development patterns, the re-development of the subject site will provide a positive influence on the Willamette River, thus meeting the spirit of the Willamette River Greenway Plan.

B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed in the zone, or can be made available prior to issuing certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.

Finding: The availability and level of facilities and services required for the proposed rezoning area have been discussed in Section (Goal) 11 – Public Facilities under Criterion A. above. All necessary facilities and services to serve the proposed development under the MUC designation, are in place or can be made available to the subject site without difficulty. The re-development of the subject site is in the best interests of the City of Oregon City, and the local Caulfield Neighborhood. With the proposed trip cap the increase in vehicles trips over what could be expected under current zoning and it those possible negative impacts are eliminated, and therefore all necessary and required facilities and services can be accommodated, thus satisfying this criterion.

C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.

Finding: Through the *Trip Cap Analysis Letter* prepared by Lancaster Engineering, it has been determined what the transportation system impacts are from existing zonings on the site area. So as to not negatively impact the transportation system with proposed rezoning a trip cap matching the maximum evening peak hour trips possible under the existing zonings is proposed and in conjunction with the trip cap, it is proposed to eliminate several of the permitted

and conditional uses that would generally be considered higher trip generation uses, (specifically noted in the “Proposal” section of this narrative) so that the trip cap would be spread more evenly across the proposed rezoning area. Therefore elements are in place and of sufficient function, capacity, and level of service to provide adequately for the proposed re-development site with the proposed restriction on uses and maximum trip cap for the site as a whole. The proposed rezoning, *with the trip cap*, is consistent with the Comprehensive Plan and the city’s Transportation System Plan. Therefore, this criterion is fulfilled.

D. Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.

Finding: The city’s Comprehensive Plan contains specific goals and policies, and other provisions which control the proposed comprehensive plan amendment and zone change from the current low density residential to a mixed use corridor district. Therefore, the statewide planning goals need not be addressed, and this criterion is satisfied.

Supplemental Narrative to address Maximized Lot Concept

Chapter 16.08 – Subdivisions Process and Standards

16.08.045 - Building site—Frontage width requirement.

Each lot in a subdivision shall abut upon a cul-de-sac or street other than an alley for a width of at least twenty feet.

All proposed concept lots as shown would be in excess of 20 feet. As drawn the minimum lot frontage for any lot would be 25 feet.

16.08.050 - Flag lots in subdivisions.

Flag lots shall not be permitted within subdivisions except as approved by the community development director and in compliance with the following standards.

No flag lots are a part of the concept lot plan, all lots would have frontage of at least 25 feet on existing rights-of-way or concept rights-of-way, although shared accesses are required on some lots because of access restrictions to such streets as Beaver Creek Road and Maplelane Road.

Chapter 16.12 – Minimum Improvements and Design Standards for Land Divisions

16.12.020 Blocks-Generally

The length, width and shape of blocks shall take into account the need for adequate building site size, convenient motor vehicle, pedestrian, bicycle and transit access, control of traffic circulation, and limitations imposed by topography and other natural features.

The proposed lot concept plan would utilize the existing streets, Maplelane Road and Maplelane Court, and provide street and pathways between the two. The traffic circle at Maplelane Road and Walnut Grove is accounted for and designed around in this concept. No direct lot access to Maplelane Road, other than at the traffic circle, is a part of this concept plan. A street pattern meeting the maximum block lengths is proposed with a pedestrian connections being proposed in the R-3.5 zoned area for meeting the standard. The cul-de-sac noted near the Thayer Road – Maplelane Road intersection is a conservative aspect of the concept plan. While the City may allow a right-in / right-out intersection and thus a cul-de-sac would not be needed, we cannot be sure. The extension of the street, in this case a cul-de-sac though would provide pedestrian access to Maplelane Road and possibly provide for emergency vehicle access as well.

16.12.030 Blocks—Width.

The width of blocks shall ordinarily be sufficient to allow for two tiers of lots with depths consistent with the type of land use proposed.

Block widths in concept plan attempted to provide for two rows of lots to the maximum extend practical.

16.12.040 Building sites.

The size, width, shape and orientation of building sites shall be appropriate for the primary use of the land division, and shall be consistent with the residential lot size provisions of the zoning ordinance with the following exceptions:

B. Minimum lot sizes contained in Title 17 are not affected by those provided herein.

The minimum lot sizes, depth and width dimensions were reviewed for each existing zoning category and the minimums are met in the concept plan. For example the R-3.5 zoning allows lots as narrow as 25 feet and no concept lot in that zoning district is proposed to average less than 25 feet in width. With respect to lot sizing the average lot size meet the code requirement for each zoning district, i.e. all the lots in R-3.5 average 3,500 SF; R-6 zoning lot areas average 6,577 SF; and R-10 zoning lot areas average 10,567 SF. (We note that three concept lots in the R-3.5 area also have some area within the R-6 zoned area, but for averaging purposes only the lot area within the R-3.5 zoned area is counted.) There are two lots split between the R-6 and R-10 zoning but the sizing purposes the two lots were sized to be meet R-10 standards.

16.12.045 Building sites—Minimum density.

All subdivision layouts shall achieve at least eighty percent of the maximum density of the base zone for the net developable area as defined in Chapter 17.04.

The maximum density per Chapter 17.04 appears would be approximately 128 lots based upon calculations for each zoning area. The concept plan shows 107 lots or approximately 84% of the maximum density.

16.12.050 Calculations of lot area.

A subdivision in the R-10, R-8, R-6, R-5, or R-3.5 dwelling district may include lots that are up to twenty percent less than the required minimum lot area of the applicable zoning designation provided the entire subdivision on average meets the minimum site area requirement of the underlying zone. The average lot area is determined by calculating the total site area devoted to dwelling units and dividing that figure by the proposed number of dwelling lots.

Accessory dwelling units are not included in this determination nor are tracts created for non-dwelling unit purposes such as open space, stormwater tracts, or access ways.

A lot that was created pursuant to this section may not be further divided unless the average lot size requirements are still met for the entire subdivision.

When a lot abuts a public alley, an area equal to the length of the alley frontage along the lot times the width of the alley right-of-way measured from the alley centerline may be added to the area of the abutting lot in order to satisfy the lot area requirement for the abutting lot. It may also be used in calculating the average lot area.

See the table of Lot Areas on the updated Concept Lot Plan

16.12.055 Building site—Through lots.

Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major arterials or to overcome specific disadvantages of topography of existing development patterns. A reserve strip may be required. A planting screen restrictive covenant may be required to separate residential development from major arterial streets, adjacent nonresidential development, or other incompatible use, where practicable.

Where practicable, alleys or shared driveways shall be used for access for lots that have frontage on a collector or minor arterial street, eliminating through lots.

No through lots are proposed. Some lots have streets on either side as direct access to Maplelane Road is not permitted, but such lots are not consider through lots as the rear portion of the lots cannot be accessed from the public street.

16.12.060 Building site—Lot and parcel side lines.

The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve.

In the concept plan lot line configurations were placed at right angles to the rights-of-way, existing and proposed to the maximum extent practical.

16.12.075 Building site—Division of lots.

Where a tract of land is to be divided into lots or parcels capable of redivision in accordance with this chapter, the community development director shall require an arrangement of lots, parcels and streets which facilitates future redivision. In such a case, building setback lines may be required in order to preserve future right-of-way or building sites.

In the concept plan, no lot would be large enough to be redivided. Therefore this requirement is not applicable.

CHAPTER 12.04 - STREETS SIDEWALKS AND PUBLIC PLACES

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.*

Within the concept plan the existing street right-of-way width for Maplelane Court (60 feet), Maplelane Road (90 feet) and Beaver creek Road were all held. The concept streets, intended to be local residential streets would have 54 foot rights-of-way.

One modification that could possibly be needed would be if the cul-de-sac in the southeast corner of the site were indeed to be a cul-de-sac, it would be greater than the standard noted in 12.04.225. (This would not be an issue if instead of a cul-de-sac a right-in / right-out onto Maplelane Road were to be allowed).

If a cul-de-sac were required this would be how we would address the modification criteria.

- A. The intent of the standard is to limit the use of cul-de-sacs and where needed to limit their length. If a cul-de-sac were needed as per the Concept plan, the intent of the standard would be met as the cul-de-sac would be needed because of street connectivity restrictions; but to allow for emergency and pedestrian connection to Maplelane Road the length of the cul-de-sac has to be longer than the standard which in part is tied to the standard block length requirements between Maplelane Court and Maplelane Road.
- B. The modification would provide for the safe and efficient movement of pedestrians, and bicyclists by its extension to the Maplelane right-of-way as well as for emergency vehicles if such a connection were needed.
- C. The modification is consistent with the adopted Transportation Plan as the plan notes that there are congestion issues at Thayer Road and Maplelane Road which lies at the same point on Maplelane Road where the concept cul-de-sac would be located.
- D. The concept cul-de-sac would be complementary to the surrounding street design, which would be to limit access points and to have the residential development use the future traffic circle to the north.
- E. Is not applicable.

12.04.175 Street Design--Generally.

The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. 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 section 12.04 shall be required to preserve the objectives of street extensions.*

The concept subdivision plan meets the code requirements. Street connections are made to existing streets, in accordance with Transportation Master Plan (the traffic circle at Walnut Grove and Maplelane Road) and provides connections through to Maplelane Court. Connections to Beaver Creek Road would not be permitted, and whether a street connection to Maplelane Road south of the traffic circle would be allowed is questionable. At best it would be a right-in / right-out connection but in the concept plan we allowed for cul-de-sac for the road system end in this area as it would require more land area than a simple street connection to the Maplelane Road. However, as the concept cul-de-sac would abut the Maplelane Road right-of-way, pedestrian connections and if needed emergency traffic provisions could be provided for.

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 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.

- 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 20 feet and a minimum pavement width of 16 feet. If alleys are provided, garage access shall be provided from the alley.*

For concept plan the specific details within the right-of-way are not shown as for the purposes of the concept the specific features within the concept rights-of-way are not of concern. The rights-of-way widths though have been added to the concept plan.

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.*

The concept streets in the concept lot plan would meet the City code with respect to alignment.

12.04.195 Spacing Standards.

12.04.195.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 530 feet and the minimum block spacing between streets is 150 feet as measured between the right-of-way centerlines. If the maximum block size is exceeded, pedestrian accessways must be provided every 330 feet. The spacing standards within this section do not apply to alleys.

A pedestrian connection is proposed to break a block length of more than 530 feet that in the concept configuration that would lie easterly of the Maplelane Court. A pedestrian connection through the south block parallel with Beaver Creek Road has been added as well. Pedestrian connections are an allowable feature to break up block lengths.

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 25 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.

A cul-de-sac is shown as part of the Concept Lot Plan in the southeast portion of the Concept development. While it is possible that the City might allow a right-in / right-out type of intersection where the cul-de-sac is located on the concept plan we were not confident that this would be the case and more conservatively showed a cul-de-sac as it requires more land area than a standard street intersection would at the same location. The Thayer Road intersection with Maplelane Road has at times congestion issues for vehicles making left turn lanes onto Maplelane Road. That is why the Transportation Master Plan called for a traffic circle at Walnut Grove and Maplelane Road, to allow for drivers wanting to get to Beaver Creek Road to make a right turn from Thayer and go around the circle to gain access to Beaver Creek Road. In the Concept Lot Plan the cul-de-sac is pushed tight to the Maplelane Road right-of-way (an arterial street) to allow for pedestrian connections and if needed emergency vehicles.

The number of lots taking access from the cul-de-sac would not exceed 15, well under the 25 maximum permitted. The length of the cul-de-sac though would be approximately 355 feet as measured from the end from the back of the cul-de-sac curb to the nearest intersecting street right-of-way. This would require a modification through Section 12.04.007.

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.

No alleys are proposed in the concept plan.

CHAPTER 13.12 - STORMWATER CONVEYANCE, QUANTITY AND QUALITY

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.

The concept plan if were truly developed would have to meet the stormwater conveyance requirements of this section.

Chapter 16.04 - GENERAL PROVISIONS AND ADMINISTRATION OF LAND DIVISIONS

16.08.030 - Preliminary subdivision plat—Narrative statement.

In addition to the plans required in the previous section, the applicant shall also prepare and submit a narrative statement that addresses the following issues:

B. Timely Provision of Public Services and Facilities. The applicant shall explain in detail how and when each of the following public services or facilities is, or will be, adequate to serve the proposed development by the time construction begins:

- 1. Water,*
- 2. Sanitary sewer,*

3. *Storm sewer and stormwater drainage,*
4. *Parks and recreation,*
5. *Traffic and transportation,*
6. *Schools,*
7. *Fire and police services;*

Water would need to be extended from existing water mains in Maplelane Road to serve the proposed development. Sanitary sewer would need to be extended from existing City lines in Maplelane Road and Maplelane Court. Storm drainage facilities would be public facilities, and be a combination of localized detention and water quality facilities scattered throughout the Concept subdivision layout and work in harmony with roadside planters. The larger lot areas (R-10 and R-6) where there is more spacing between driveways the road side planters would be the preferred method for stormwater water quality and quantity. In the small lot areas (R-3.5) where driveways would be too close together to effectively create roadside planters than the larger stormwater planter areas would be utilized. The intent of the roadside planters and the larger stormwater planter areas would be to only treat public street runoff. The plan for such a concept would be that the stormwater off individual lots would be treated and detained through the use of on-site downspout planters. Parks and recreation would be to use the nearby Metro park site when developed. Traffic and Transportation consideration are address elsewhere in this application. Schools, police and fire services would be served by existing City or School District facilities.

CHAPTER 17.49 – NATURAL RESOURCE OVERLAY DISTRICT

17.49.070 - Prohibited uses.

The following development and activities are not allowed within the NROD:

- A. *Any new gardens, lawns, structures, development, other than those allowed outright (exempted) by the NROD or that is part of a regulated use that is approved under prescribed conditions. Note: Gardens and lawns within the NROD that existed prior to the time the overlay district was applied to a subject property are allowed to continue but cannot expand further into the overlay district.*
- B. *New lots that would have their buildable areas for new development within the NROD are prohibited.*
- C. *The dumping of materials of any kind is prohibited except for placement of fill as provided in subsection D. below. The outside storage of materials of any kind is prohibited unless they existed before the overlay district was applied to a subject property. Uncontained areas of hazardous materials as defined by the Oregon Department of Environmental Quality (ORS 466.005) are also prohibited.*
- D. *Grading, the placement of fill in amounts greater than ten cubic yards, or any other activity that results in the removal of more than ten percent of the existing native vegetation on any lot within the NROD is prohibited, unless part of an approved development activity.*

Under the concept plan submitted portions of some lots would lie within the NROD area, but these would areas outside the buildable areas of concept lots as not permitted by Section B above (and as permitted by 19.49.080 below) and such areas would be left natural or re-

vegetated with more appropriate riparian vegetation and those things noted as not permitted under Section A would not be allowed. Also such things as not permitted under C or D would not be allowed either.

17.49.080 - Uses allowed outright (exempted).

The following uses are allowed within the NROD and do not require the issuance of an NROD permit:

- G. Land divisions provided they meet the following standards, and indicate the following on the final plat:*
 - 1. Lots shall have their building sites (or buildable areas) entirely located at least five feet from the NROD boundary shown on the city's adopted NROD map. For the purpose of this subparagraph, "building site" means an area of at least three thousand five hundred square feet with minimum dimensions of forty feet wide by forty feet deep;*
 - 2. All public and private utilities (including water lines, sewer lines or drain fields, and stormwater disposal facilities) are located outside the NROD;*
 - 3. Streets, driveways and parking areas where all pavement shall be located at least ten feet from the NROD; and*
 - 4. The NROD portions of all lots are protected by:*
 - a. A conservation easement; or*
 - b. A lot or tract created and dedicated solely for unimproved open space or conservation purposes.*

Envision in the Concept Lot plan is that while a portion of some of the lots would lie within the 50 foot buffer, the buildable areas would meet the intent of 17.49.080(G)1 above, except for some of the lots in the R-3.5 zoning area where the minimum lot sizes of individual lots is allowed to be smaller than the building site area noted in G(1). The intent of G(2) and G(3) would also be met except where access to the three lots in very southeast corner would require access from the opposite side of drainageway do to access restrictions Maplelane Road and Beavercreek Road.

CHAPTER 17.44 – GEOLOGIC HAZARDS OVERLAY DISTRICT

17.44.050 - Development—Application requirements and review procedures and approvals.

Except as provided by subsection B. of this section, the following requirements apply to all development proposals subject to this chapter:

- A. A geological assessment and geotechnical report that specifically includes, but is not limited to:*
 - 4. Opinion as to the adequacy of the proposed development from an engineering standpoint;*
 - 5. Opinion as to the extent that instability on adjacent properties may adversely affect the project;*

As only a Concept lot plan was developed and no specific subdivision application is a part of this zone change application and geotechnical engineering report could not speak to specifics. However, a geotechnical commentary, submitted as a part of the application materials does address those things noted in 17.44.050(A) 4 and 5. In general terms the Concept is a feasible concept from the geotechnical standpoint.

From: [Dan Fowler](#)
To: [Laura Terway](#)
Cc: [Tom Sisul](#); [Mark Foley](#); [Mike Ard](#); [Tony Konkol](#); [John Replinger](#); "[CARRIE A. RICHTER \(crichter@gsblaw.com\)](#)"
Subject: RE: Final Staff Report for Beavercreek/213 Zone Change
Date: Friday, October 30, 2015 10:57:13 AM

Hi Laura,

We have reviewed the language and find it acceptable. The only change is we would like **item a. Medical or dental clinics, outpatient infirmity services** removed from the list and have it re-lettered.

Again thank you for working to check this completed,

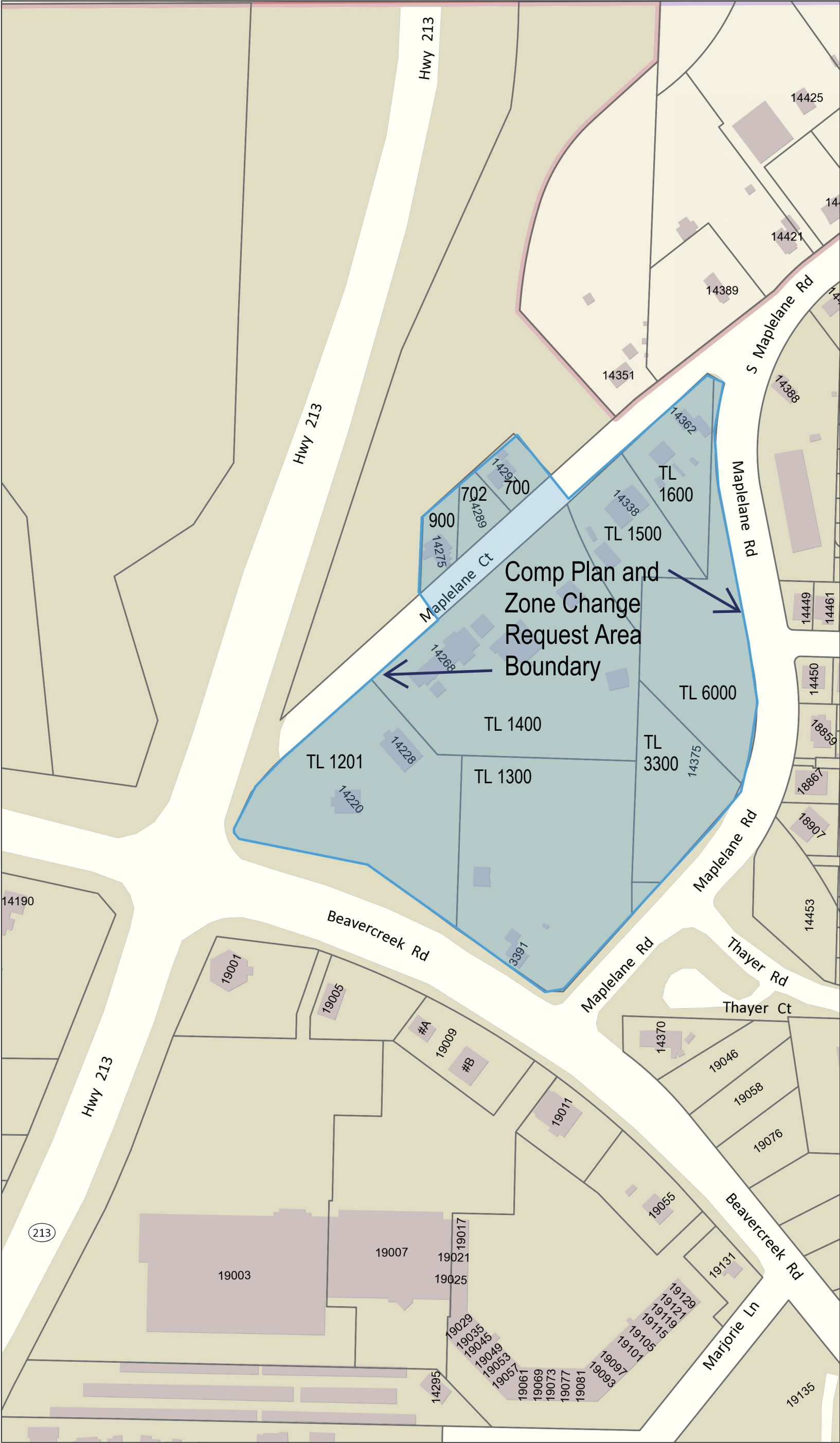
Dan

Dan Fowler

Historic Properties, LLC

503.655.1455 | 503.650.1970 fax | 503.351.4500 cell

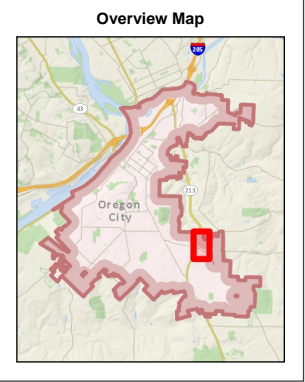
Oregon City GIS Map



Legend

- Taxlots
- Unimproved ROW
- City Limits
- UGB
- Basemap

Notes



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0 200 400 600 Feet

1: 2,400

Map created 7/24/2015

CPA-ZC Boundary Area and Tax Lot Numbers of Parcels Involved

City of Oregon City
PO Box 3040
625 Center St
Oregon City
OR 97045
(503) 657-0891
www.orecity.org



LOT INFORMATION:

R-3.5: 78 LOTS
AVERAGE LOT SIZE:
3,500.01 SQ FT

R-6: 14 LOTS
AVERAGE LOT SIZE:
6,577.49 SQ FT

R-10: 15 LOTS
AVERAGE LOT SIZE:
10,567.02 SQ FT

R-8

R-10

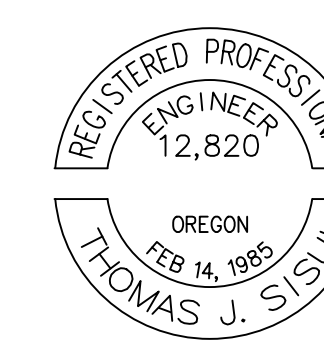
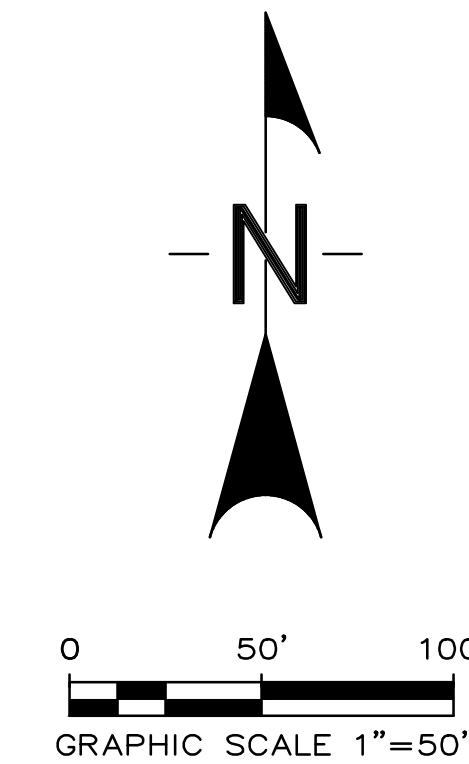
R-3.5

R-10

R-6

LOT SIZE PER ZONING		
ZONING	LOT #	AREA (SF)
R3.5	1	2828.25
	2	2828.25
	3	2828.25
	4	2828.25
	5	2828.25
	6	2828.25
	7	2828.25
	8	2828.25
	9	2828.25
	10	2828.35
	11	3083.08
	12	3171.79
	13	3352.14
	14	3495.79
	15	3500.00
	16	3500.00
	17	3500.00
	18	3500.00
	19	3500.00
	20	4200.00
	21	4200.00
	22	5500.00
	23	3500.00
	24	3500.00
	25	3500.00
	26	3500.00
	27	3500.00
	28	3500.00
	29	3500.00
	30	3500.00
	31	3500.00
	32	3500.00
	33	3500.00
	34	3500.00
	35	3500.00
	36	3780.38
	37	3062.47
	38	3062.48
	39	3062.48
	40	3040.95
	41	5123.66
	42	3046.92*
	43	3155.85*
	44	3196.24*
	45	3500.00
	46	3500.00
	47	3500.00
	48	3500.00
	49	3500.00
	50	3500.00
	51	3500.00
	52	4200.00
	53	4200.00
	54	3500.00
	55	3500.00
	56	3500.00
	57	3500.00
	58	3500.00
	59	5224.45
	60	3951.13
	61	3994.70
	62	4255.59
	63	4516.49
	64	4455.17
	65	4071.61
	66	3688.06
	67	3306.36
	68	2919.09
	69	3522.89
	70	3042.52
	71	3034.53
	72	3346.63
	73	5027.05
	74	3437.11
	75	3382.84
	76	3656.47
	77	3525.22
	78	3423.60
R6	79	6615.04
	80	6415.42
	81	5999.88
	82	5999.88
	83	6028.46
	84	6856.24
	85	5143.17
	86	5121.44
	87	5130.79
	88	5140.51
R10	89	5143.50
	90	7632.04
	91	9197.97
	92	11917.25
	93	14195.77
	94	9952.83
	95	8050.85
	96	9542.53
	97	9874.54
	98	9979.79
	99	10071.37
	100	9959.52
	101	9772.03
	102	10046.65
	103	10559.74
	104	10873.33
	105	10353.77
	106	9203.48
	107	16039.09

* AREA DENOTED DOES NOT INCLUDE
THE PORTION OF THE SITE INSIDE
THE R6 ZONING.



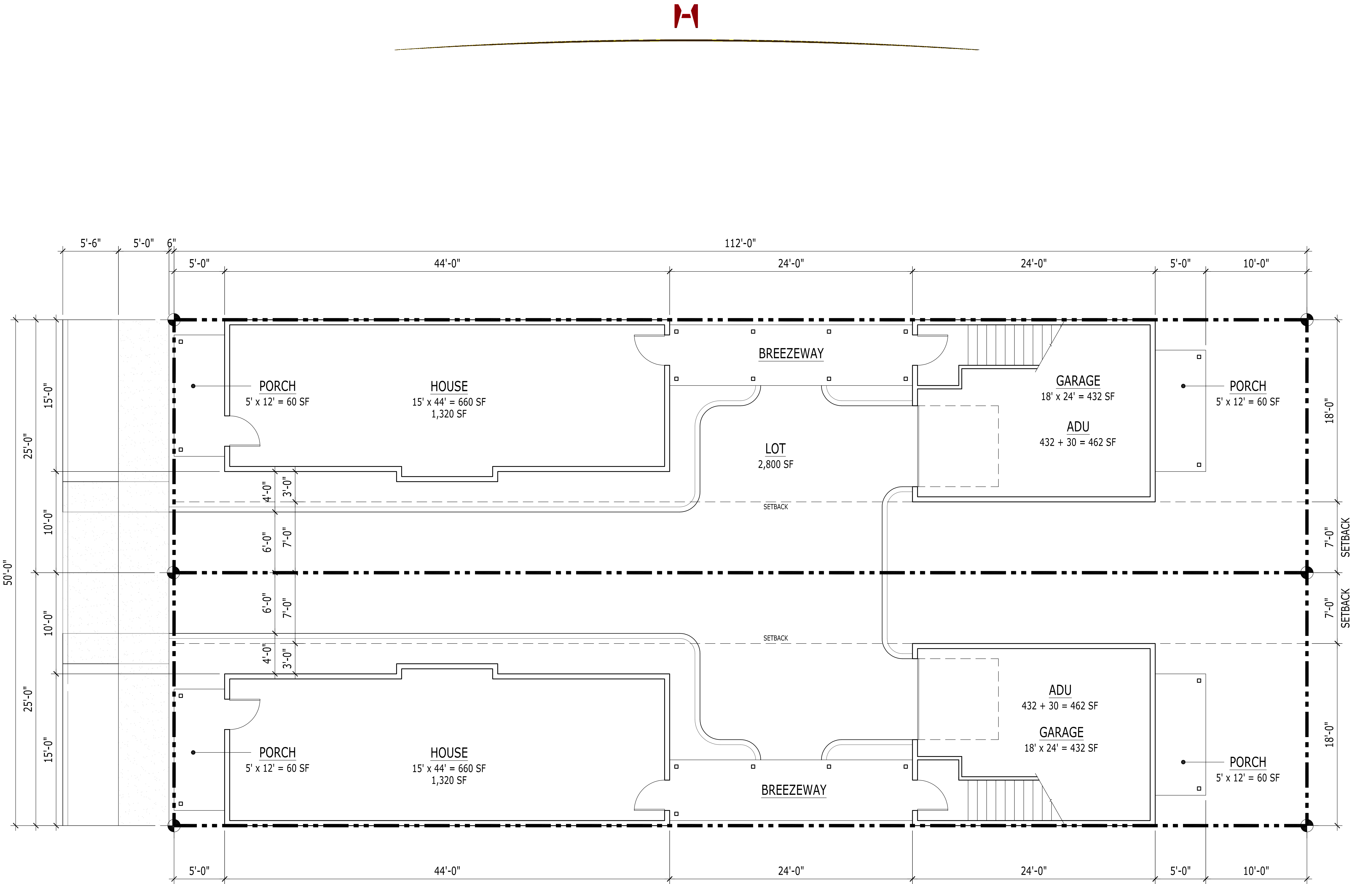
REVISIONS	BY
REVISED 10/19/15	JDM

HILL TOP MASTER PLAN

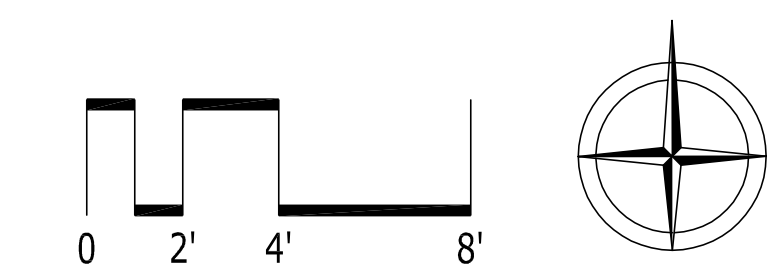
LOT LAYOUT

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188
DRAWING:

DATE	AUGUST 2015
SCALE	1" = 50'
DRAWN	JDM
JOB	SGL12-045
SHEET	1
OF 1	SHEETS



SITE		HOUSE		ADU / GARAGE	
ZONE	R-3.5	FOOTPRINT	660 SF	FOOTPRINT	432 SF
LOT AREA	2,800 SF	AREA	660 X 2 = 1,320 SF 2 BR 2.5 BATH	ADU AREA	432 SF + 30 SF = 462 SF
LOT COVERAGE	660 + 432 = 1,092 SF	(39%)		COVERAGE	462/1,320 SF = (35%)



HILLTOP MASTER PLAN

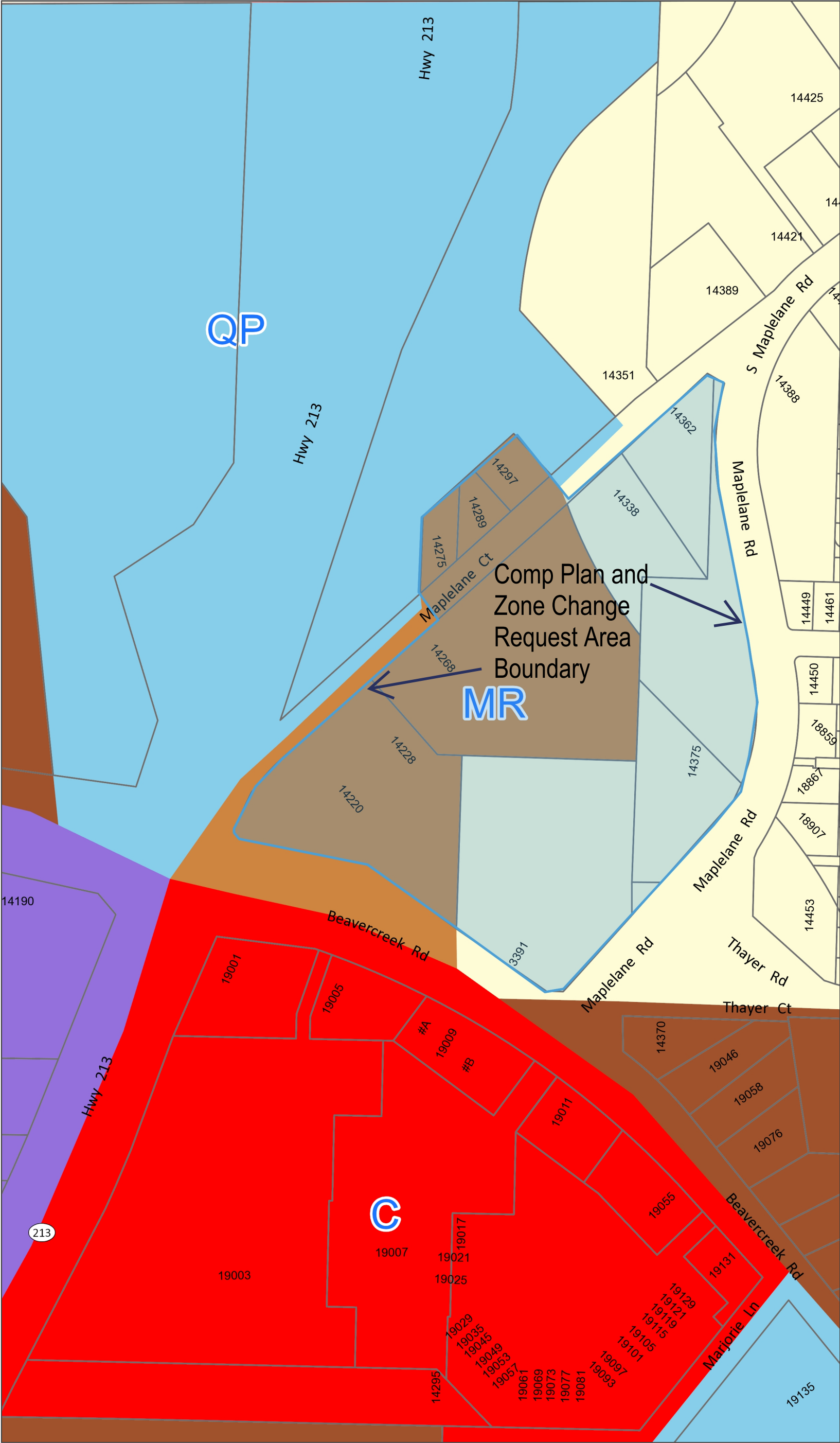
OREGON CITY, OREGON

HILL ARCHITECTS

CONCEPTUAL SITE PLAN
R-3.5 ZONE 2,800 SF LOT W/ ADU
AUGUST 17, 2015

2.1

Oregon City GIS Map



Legend

Taxlots

Unimproved ROW

Comprehensive Plan

LR - Low Density Residential

MR - Medium Density Reside

HR - High Density Residentia

Mixed Use-Corridor

Mixed Use-Downtown

C - Commercial

Mixed Use-Employment

I - Industrial

QP - Public/Quasi Public

P - Parks

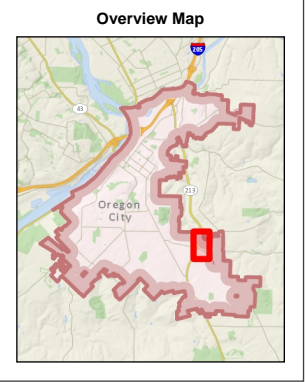
Future Urban

City Limits

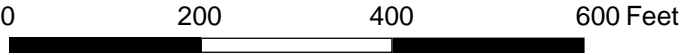
UGB

Basemap

Notes



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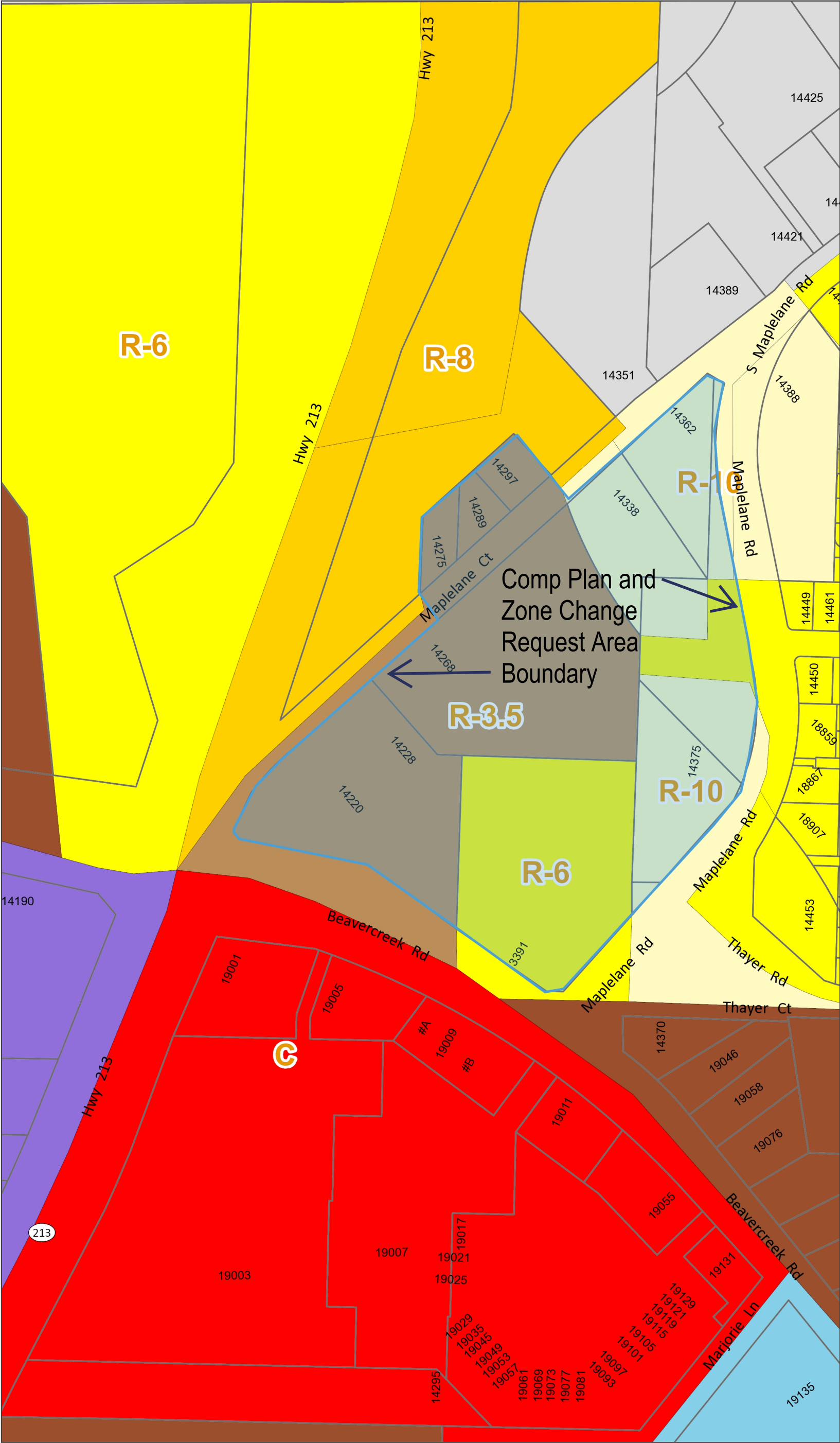
Map created 7/24/2015

CPA-ZC Boundary Area overlaid on Existing Comp Plan Designations

City of Oregon City
PO Box 3040
625 Center St
Oregon City
OR 97045
(503) 657-0891
www.orecity.org



Oregon City GIS Map



Legend

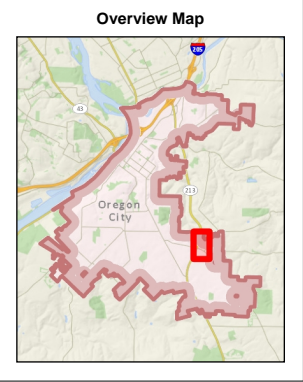
Taxlots

Unimproved ROW

Zoning

- R-10 - Single Family Dwelling
- R-8 - Single Family Dwelling
- R-6 - Single Family Dwelling
- RC-4 - McLoughlin Condition
- RD4-MDP - Manufactured Dw
- R-3.5 - Medium Density Resi
- R-2 - Multi-Family Dwelling
- C - General Commercial
- MUC-2 - Mixed Use Corridor
- MUC-1 - Mixed Use Corridor
- LO - Limited Office
- NC - Neighborhood Commer
- HC - Historic Commercial
- WFDD - Willamette Falls Dow
- MUD - Mixed Use Downtown
- MUE - Mixed Use Employer
- GI - General Industrial
- CI - Campus Industrial
- I - Institutional
- FU-10 - County Zoning
- County
- City Limits
- UGB
- Basemap

Notes



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0 200 400 600 Feet

1: 2,400

CPA-ZC Boundary Area overlaid on Existing Zoning Designations

City of Oregon City
PO Box 3040
625 Center St
Oregon City
OR 97045
(503) 657-0891
www.orecity.org



August 28, 2015

Dan Fowler
Historic Properties, LLC
1300 John Adams Street, Suite 100
Oregon City, OR 97045



321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

Dear Dan,

This letter is written to provide information regarding a proposed zone change for several properties located on the west side of S Maplelane Road north of Beavercreek Road in Oregon City, Oregon. The properties have been proposed for a zone change, however the zone change will be proposed with a trip cap limiting site traffic to a level that would be permitted under the existing zoning.

The subject properties currently fall under a mixture of R3.5, R6 and R10 zoning as follows:

R3.5 Zoning

14297 Maplelane Road – 0.28 acres
14289 Maplelane Road - 0.24 acres
14275 Maplelane Road – 0.25 acres
14268 Maplelane Court – 4.03 acres
14228 Maplelane Court – 2.84 acres

Total R3.5 = 7.64 acres

R6 Zoning

3391 Beavercreek Road – 3.33 acres
Tax Lot 06000 – 0.62 acres

Total R6 = 3.95 acres

R10 Zoning

Tax Lot 06000 – 1.21 acres
Tax Lot 05900 – 0.04 acres
14375 Maplelane Court – 1.17 acres
14338 Maplelane Court – 1.02 acres
14362 Maplelane Court – 0.89 acres

Total R10 = 4.33 acres



Dan Fowler
August 28, 2015
Page 2 of 4

A shadow plat was prepared for the subject properties in order to accurately assess the development potential under the existing zoning. The shadow plat is attached to this letter. Based on the plat, a total of 107 residential lots could be developed on the subject properties.

Trip Generation Analysis

In order to assess the traffic impacts of full development under the existing zonings, an estimate of trip generation was prepared for the reasonable worst case development scenario. The trip estimates were calculated using data from the *TRIP GENERATION MANUAL, 9TH EDITION*, published by the Institute of Transportation Engineers. For each lot, development of one single-family dwelling and one accessory dwelling unit was assumed, since both primary and accessory dwelling units are permitted outright under the existing zonings. Trip rates for the single-family dwellings were assessed based on data for land use code 210, *Single-Family Detached Housing*. Although initially trip generation for the accessory dwelling units was intended to be calculated using trip rates for land use code 220, *Apartments*, it was noted that Oregon City requires payment of system development charges for accessory dwelling units at half the rate of single-family dwellings. This approach yields slightly lower trip estimates than utilization of apartment trip rates for the accessory dwelling units, and it therefore conservative as well as consistent with prior decisions related to trip generation of accessory dwelling units within Oregon City.

A summary of the trip generation estimate is provided in the tables below. Detailed trip generation worksheets are provided in the attached technical appendix.

WEEKDAY TRIP GENERATION SUMMARY

Existing Development Potential

	Units	AM Peak Hour			PM Peak Hour			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Residential Home	107	20	60	80	67	40	107	509	509	1018
Accessory Dwelling Unit	107	10	30	40	34	20	54	255	255	510
Total		30	90	120	101	60	161	764	764	1,528

The reasonable worst case development of the subject properties would result in a total of 120 site trips during the morning peak hour, 161 site trips during the evening peak hour, and 1,528 daily trips.

Based on the analysis, a trip cap of 161 PM peak hour trips is recommended for the subject properties.



Dan Fowler
August 28, 2015
Page 3 of 4

TRANSPORTATION PLANNING RULE ANALYSIS

The Transportation Planning Rule (TPR) is in place to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable portions of the TPR are quoted in *italics* below, with responses directly following.

660-012-0060

(1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

(a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

The proposed zone change will not necessitate changes to the functional classification of existing or planned transportation facilities. Accordingly, this section is not triggered.

(b) *Change standards implementing a functional classification system; or*

The proposed zone change will not change any standards implementing the functional classification system. Accordingly, this section is also not triggered.

(c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*

(A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*

(B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*

(C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

In this instance the proposed zone change cannot result in degradation of performance of area roads and intersections as compared to allowed uses in the existing zones since the proposed trip cap limits traffic levels to no greater than the levels permitted under the existing zoning.



Dan Fowler
August 28, 2015
Page 4 of 4

Based on the analysis, the proposed zone change will not result in increased traffic volumes in the site vicinity and the Transportation Planning Rule is satisfied. No additional mitigations are necessary or recommended in conjunction with the proposed zone change and trip cap.

Sincerely,



Michael Ard, PE
Senior Transportation Engineer

APPENDIX

R-6

R-8

R-3.5

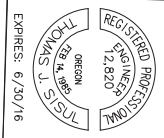
R-10

R-10

R-6

R-3

LOT INFORMATION:
R-3.5: 78 LOTS
AVERAGE LOT SIZE:
3,500.04 SQ FT
R-6: 14 LOTS
AVERAGE LOT SIZE:
6,544.08 SQ FT
R-10: 15 LOTS
AVERAGE LOT SIZE:
10,606.55 SQ FT



EXPIRES: 6/30/16

LOT LAYOUT

HILLTOP MASTER PLAN

SISUL ENGINEERING
375 PORTLAND AVENUE
CLADSTONE, OREGON 97027
(503) 657-0188
DRAWING:

DATE: AUGUST 2015
SCALE: 1" = 50'
DRAWN: JDM
JOB: SCL12-045

SHEET
1

OF 1 SHEETS

REVISIONS	BY



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 107

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	20	60	80

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	67	40	107

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	509	509	1,018

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	530	530	1,060

Source: TRIP GENERATION, Ninth Edition



TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Dwelling Units
Variable Value: 107

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	11	44	55

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	43	23	66

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	356	356	712

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	342	342	684

October 28, 2015

Dan Fowler
Historic Properties, LLC
1300 John Adams Street, Suite 100
Oregon City, OR 97045



321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

Dear Dan,

This letter is written to provide information regarding a proposed zone change for several properties located on the west side of S Maplelane Road north of Beavercreek Road in Oregon City, Oregon. The properties have been proposed for a zone change, however the zone change will be proposed with a trip cap limiting site traffic to a level that would be permitted under the existing zoning.

The subject properties currently fall under a mixture of R3.5, R6 and R10 zoning as follows:

R3.5 Zoning

14297 Maplelane Road – 0.28 acres
14289 Maplelane Road - 0.24 acres
14275 Maplelane Road – 0.25 acres
14268 Maplelane Court – 4.03 acres
14228 Maplelane Court – 2.84 acres

Total R3.5 = 7.64 acres

R6 Zoning

3391 Beavercreek Road – 3.33 acres
Tax Lot 06000 – 0.62 acres

Total R6 = 3.95 acres

R10 Zoning

Tax Lot 06000 – 1.21 acres
Tax Lot 05900 – 0.04 acres
14375 Maplelane Court – 1.17 acres
14338 Maplelane Court – 1.02 acres
14362 Maplelane Court – 0.89 acres

Total R10 = 4.33 acres



Dan Fowler
October 28, 2015
Page 2 of 4

A shadow plat was prepared for the subject properties in order to accurately assess the development potential under the existing zoning. The shadow plat is attached to this letter. Based on the plat, a total of 107 residential lots could be developed on the subject properties.

Trip Generation Analysis

In order to assess the traffic impacts of full development under the existing zonings, an estimate of trip generation was prepared for the reasonable worst case development scenario. The trip estimates were calculated using data from the *TRIP GENERATION MANUAL, 9TH EDITION*, published by the Institute of Transportation Engineers. For each lot, development of one single-family dwelling and one accessory dwelling unit was assumed, since both primary and accessory dwelling units are permitted outright under the existing zonings. The trip generation estimate for the single-family dwellings was prepared based on the equations provided for land use code 210, *Single-Family Detached Housing*. Although initially trip generation for the accessory dwelling units was intended to be calculated using trip rates for land use code 220, *Apartments*, it was noted that Oregon City requires payment of system development charges for accessory dwelling units at half the rate of single-family dwellings. This approach yields slightly lower trip estimates than utilization of apartment trip rates for the accessory dwelling units, and is therefore conservative as well as consistent with prior decisions related to trip generation of accessory dwelling units within Oregon City.

A summary of the trip generation estimate is provided in the tables below. Detailed trip generation worksheets are provided in the attached technical appendix.

WEEKDAY TRIP GENERATION SUMMARY

Existing Development Potential

	Units	AM Peak Hour			PM Peak Hour			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Residential Home	107	21	64	85	71	41	112	553	553	1106
Accessory Dwelling Unit	107	11	32	43	35	21	56	276	276	552
Total		32	96	128	106	62	168	829	829	1,658

The reasonable worst case development of the subject properties would result in a total of 128 site trips during the morning peak hour, 168 site trips during the evening peak hour, and 1,658 daily trips.

Based on the analysis, a trip cap of 168 PM peak hour trips is recommended for the subject properties.



Dan Fowler
October 28, 2015
Page 3 of 4

TRANSPORTATION PLANNING RULE ANALYSIS

The Transportation Planning Rule (TPR) is in place to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable portions of the TPR are quoted in *italics* below, with responses directly following.

660-012-0060

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The proposed zone change will not necessitate changes to the functional classification of existing or planned transportation facilities. Accordingly, this section is not triggered.

(b) *Change standards implementing a functional classification system; or*

The proposed zone change will not change any standards implementing the functional classification system. Accordingly, this section is also not triggered.

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(C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

In this instance the proposed zone change cannot result in degradation of performance of area roads and intersections as compared to allowed uses in the existing zones since the proposed trip cap limits traffic levels to no greater than the levels permitted under the existing zoning.



Dan Fowler
October 28, 2015
Page 4 of 4

Based on the analysis, the proposed zone change will not result in increased traffic volumes in the site vicinity and the Transportation Planning Rule is satisfied. No additional mitigations are necessary or recommended in conjunction with the proposed zone change and trip cap.

Sincerely,



Michael Ard, PE
Senior Transportation Engineer

APPENDIX

R-6

R-8

R-3.5

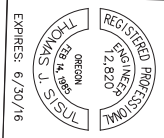
R-10

R-10

R-6

R-3

LOT INFORMATION:
R-3.5: 78 LOTS
AVERAGE LOT SIZE:
3,500.04 SQ FT
R-6: 14 LOTS
AVERAGE LOT SIZE:
6,544.08 SQ FT
R-10: 15 LOTS
AVERAGE LOT SIZE:
10,606.55 SQ FT



EXPIRES: 6/30/16

LOT LAYOUT

HILL TOP MASTER PLAN

SISUL ENGINEERING
375 PORTLAND AVENUE
CLADSTONE, OREGON 97027
(503) 657-0188
DRAWING:

DATE: AUGUST 2015
SCALE: 1" = 50'
DRAWN: JDM
JOB: SCL12-045

SHEET
1

OF 1 SHEETS

REVISIONS	BY



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 107

AM PEAK HOUR

Trip Equation: $T = 0.70(X) + 9.74$

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	21	64	85

PM PEAK HOUR

Trip Equation: $\ln(T) = 0.90\ln(X) + 0.51$

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	71	41	112

WEEKDAY

Trip Equation: $\ln(T) = 0.92\ln(X) + 2.72$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	553	553	1,106

SATURDAY

Trip Equation: $\ln(T) = 0.93\ln(X) + 2.64$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	565	565	1,130



TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Dwelling Units
Variable Value: 107

Note: These trip generation calculations are provided for reference only. Actual trip generation for the accessory dwelling units was conservatively calculated as half the trip rate for single-family homes.

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	11	44	55

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	43	23	66

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	356	356	712

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	342	342	684

SISUL ENGINEERING

A Division of Sisul Enterprises, Inc.

375 PORTLAND AVENUE, GLADSTONE, OREGON 97027

(503) 657-0188

FAX (503) 657-5779

October 17, 2015

City of Oregon City
Planning Division
PO Box 3040
Oregon City, OR 97045

ATTN: Laura Terway

RE: Comprehensive Plan Amendment PZ 15-01- Zone Change Request ZC 15-03 (Maplelane Road at Beaver Creek Road)

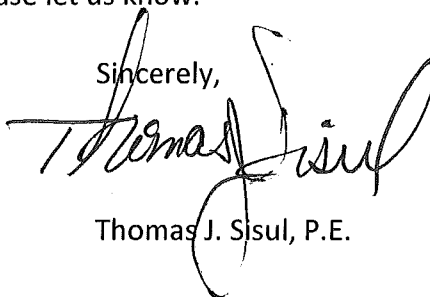
Dear Laura:

While this comprehensive plan amendment and zone change request is predicated on not exceeding the potential current maximum trips based on the present zoning, via a trip cap, we wish for the conditions of decision to allow for the possibility of increasing the trip cap without requiring a comprehensive planning review. If a mobility study or transportation improvements were to find or provide extra capacity to the critical intersections that are impacted by development on the subject site, we wish for consideration of increasing the maximum trip cap. Setting certain conditions with respect to that is acceptable to the applicant.

The applicants of this Comprehensive Plan Amendment and Zone Change request would be willing, and their eventual successors may be as well, to consider contributing to a mobility study or other appropriate studies or measures, once more is known about the costs of such a study and parameters that the study would entail.

If there are questions about this, please let us know.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas J. Sisul", written over a horizontal line.

Thomas J. Sisul, P.E.



OREGON CITY

Caufield Neighborhood Association

MEETING AGENDA

January 27, 2015

Presiding – MIKE MERMELSTEIN, chairman

Name tags – Role Sheet – Refreshments – Raffle Tickets

1. *DAN FOWLER – Maple Lane development (7:00-7:30)*
2. *WES ROGERS, OC School District – New bus yard / Meyers Road extension (7:30-8:00)*
3. *BRAD PAXTON – Clackamas Fire District bond issue*
4. *Business meeting*
 - 4.1. *Minutes from October 28*
 - 4.2. *Election of officers for 2015*
 - 4.3. *CIC report – MIKE MITCHELL*
 - 4.4. *Planning meeting report – MARY JOHNSON*
 - 4.5. *Police activity – Matt Paschell*
 - 4.6. *Other reports*
5. *Community Concerns / Announcements*
6. *Raffle drawings*
7. *NEXT MEETING– April 28, 2015 @ Beaver Creek Telephone Cooperative*



OREGON CITY

JAN. 27, 2015
Meeting Date

Caufield Neighborhood Association

NAME	ADDRESS	PHONE	EMAIL
JOE & MARY JOHNSON	19921 BEAVERCREEK RD		
Gary & Jeannine Davis	20102 Kimberly Rose Rd.		
Mike MERMELSTEIN	20114 Kimberly Rose Dr		
BRANDON PAXTON	CLOCKMANS FEE		
Mary Jo & James Tyler	20006 Mossy Meadows		
Mike Fennicker	15028 Emerson Dr		
RONALD LEE	200 NO. STATE ST. LAKE OSWEGO		
Maggie Grant	14946 Cogswell Ct		
Parker Verhaeghe	2133 NW York, 97210		
Dan Fowler	1300 John Adams St. OC		
LLOYD HILL	1750 BLANKENSHIP RD. #400		
Mike Mitchell	14582 Walnut Grove Way		
Ricardo Becerra	6216 Nicklaus Loop N. Keizer OR		
Mark Foley	14725 S. Brunner Rd. OC		
Way Rogers	906 Summit St O.C.		
Kurt & Jane Radtke	20023 Quinlan Dr. O.C.		

DEAR MR. FOWLER,

HERE IS A COPY OF THE
CNA ATTENDANCE REGISTER
USED THE NIGHT OF YOUR
GROUP'S PRESENTATION. THERE
WERE ACTUALLY 30 NEIGHBORS
PRESENT, AS SOME DID NOT GET
A CHANCE TO SIGN THE REGISTER.
THANK YOU FOR LETTING US KNOW
YOUR IDEAS FOR THE MAPLE-LANE/
BEAVERCREEK JUNCTION DEVELOPMENT
PROPOSAL.

CORDAULT,

ROBERT MALCHOW
CNA SECRETARY



Caufield Neighborhood Association

Jan. 27, 2015
Meeting Date

[illegible]

Caufield Neighborhood Association
20114 Kimberly Rose Drive
Oregon City, OR 97045

Mike Mermelstein – Chairman
Gary Davis – Co-Chairman
Robert Malchow – Secretary

February 10, 2015

Dan Fowler, Owner
Historic Properties, LLC
524 Main Street
Oregon City, OR 97045

Dear Dan:

The Caufield Neighborhood Association and I want to thank you for your presentation at our association meeting on January 27, 2015. Your presentation was excellent and very informative.

Although you answered our questions about the Mapelane project, we believe that it is too early in the process to give the project blanket support or rejection. Additionally, this was the first time we have seen the project and we do not know all of the implications at this time. As you know, projects have a way of changing from time to time and giving support or rejecting the project is not appropriate.

We would like to see what the Oregon City Planning Commission has to say about the Mapelane project. Then we would like to review the completed plans and studies before a decision.

Sincerely,

Mike Mermelstein

HILLTOP NEIGHBORHOOD
MEETING MINUTES
January 27, 2015

See Agenda

Meeting begin at 7:00 pm

Attendees: Dan Fowler, Mark Foley, Lloyd Hill and Mike ??

Dan Presentation:

- Intro to our business entities

- Property assembly over eight years

- Lloyd Hill to describe project

 - Topography

 - Aerial photography

 - Sunrise – Sunset

 - Newell Creek – Redevelopment

 - View Description

 - Walking paths w/Metro Newell Creek walk path

 - Traffic engineer here to answer questions

 - Traffic creeks circle city idea

 - Zone change to mixed use corridor zone

 - First time shown – solicit public input

 - Office hotel office – 2-4 stories tall

 - Senior housing – independent

 - Multi-family housing 3-story

 - Senior housing – assisted living – 100 beds – 2 to 3 story

 - 6-7 month process

 - 1-5 years from now development start

 - Trail master plan description

Question: Parking for trail users

Answer: On street parking and small lot for trailhead

Question: Traffic redirected Thayer right turn

- Westbound – 213 Beaver creek

- Back-up on 213 at pm

Answer: Make a forced right – describe circle impact

- Analysis for 20-years out

Question: Widen Beaver creek for a free right turn lane

Answer: Uses as per traffic – best case and worst case – we plan on maybe do a trip ??

Question: One way in – any one way out?

Answer: Yes on existing intersection

Question: Property outside UGB

Answer: Would have to go north

Meeting ended at 7:30

MEMORANDUM

DATE: July 13, 2015

TO: Mr. Dan Fowler, Historic Properties, LLC

FROM: Tim Blackwood, PE, GE, CEG

RE: Hilltop Master Plan Commentary
154-018-001

CC: Mr. Tom Sisul, Sisul Engineering
Mr. Lloyd Hill, Hill Architects

Hart Crowser, Inc. presents this memorandum providing commentary for the proposed zone change/comprehensive plan amendment for the Hilltop Master Plan project, located at the northeast corner of the intersection of Highway 213 and Beavercreek Road, in Oregon City, Oregon.

Site Conditions

The site is an approximately 20-acre property situated at the top of a broad hill, with a maximum elevation of approximately 410 feet above mean sea level (MSL). The topography of this hilltop is mostly flat to gently sloping with gradients less than 20 percent except at the northwest boundary. Along the northwest boundary the grade steepens abruptly, sloping down at an approximately 50 percent gradient for approximately 100 feet off site to Highway 213. This steep slope is mapped within a geologic hazards overlay zone by the City of Oregon City. Except for this slope, no other significant landforms are present which would adversely impact development, such as internal drainages or streams, other steep slopes or other features.

Vegetation at the site has mostly been removed by past development of the existing roadways, parking lots, and commercial and residential structures, except along the steep northwest slope where a moderately dense mix of deciduous and coniferous trees are present. Elsewhere within the site, trees are present infrequently.



Geologic Mapping

Geologic conditions of the site have been documented in several publications. The site geology is mapped by the Oregon Department of Geology and Mineral Industries (DOGAMI) as Boring Volcanic field basalts overlying mudstone, claystone, and sandstone of the Troutdale formation. The soils are mapped by the Natural Resources Conservation Service (NRCS) as predominantly silty clay loam of the Jory soils and very steep Xerochrepts and Haploxerolls soils in the northwest corner.

Geologic hazards at or near the site are mapped in several publications by DOGAMI, and mentioned in documents from Portland State University and the Oregon Department of Transportation (ODOT). These publications suggest that the steep slope at the northwest corner of the site, coincident with the geologic hazards overlay zone, is the headscarp of a deep-seated landslide. This landslide is one of several deep-seated landslides within the hillslopes of the Newell Creek drainage that are described as Quaternary landslide deposits by DOGAMI and others. The headscarp of this ancient deep-seated landslide is just at the edge of the project site, while the slide body extends to the west, underneath Highway 213, and terminating at Newell Creek.

Geologic Hazard Evaluation

Hart Crowser completed a preliminary geotechnical and geologic evaluation of the area of the site within the geologic hazards overlay zone. Our evaluation included a geologic reconnaissance, a 75-foot-deep boring, and a slope stability analysis. We considered two landslide cases: 1) the potential movement of the entire deep-seated landslide and 2) localized landsliding within the northwest headscarp slope.

Our evaluation of the deep-seated landslide found that the potential for the entire deep-seated landslide to move is low, so no special development measures are recommended to address it.

Our evaluation of localized landsliding found the potential for landsliding within the headscarp to be moderate. We found that the headscarp slope could experience local failures that could potentially adversely affect the site under two cases: very high groundwater conditions or a design seismic event. We consider this hazard to be moderate as it is only likely under extreme cases of these conditions. Groundwater would have to be very high from either prolonged and extreme precipitation and/or excessive on-site infiltration. Likewise seismic shaking would have to be from a substantial magnitude event, the design seismic event. Both of these conditions would occur very infrequently. Our analyses determined that the hazard to the site from such landsliding can be mitigated with setbacks from the headscarp slope and controls for on-site water infiltration. Specific final measures will be determined with additional geotechnical work as development plans are finalized and permitted.



Similar to the moderate hazard the headscarp slope poses to the proposed development, the development potentially poses a moderate hazard of causing localized landsliding within the headscarp slope if not properly designed. This hazard would occur if development increases groundwater levels within proximity of the slope. Increased groundwater levels could occur from stormwater and other sources of water infiltration that are altered by development. To mitigate for this hazard, potential sources of water infiltration will be controlled, largely by relying on stormwater detention, rather than infiltration. Provided these are adequately controlled, no other special measures to mitigate for adverse effects to the headscarp slope will be necessary. Specific design of the stormwater system will be completed as development plans are finalized and permitted.

Summary

Except for the moderate potential for localized slope instability, which can be mitigated by the measures noted above, no other geologic hazards were found to adversely affect the site and associated development. Seismic hazards away from the northwest slope are low, including from liquefaction, earthquake shaking, ground rupture, or instability, and no special measures for development will be required.

Site soils should adequately support structures with light to moderate loads on standard shallow foundations without adverse effects from bearing failure or settlement. Retaining walls, slabs, roadways, and other geotechnical components of site development can use conventional design and construction methods to meet planning and building codes. No other special mitigation measures to address geotechnical or slope conditions at the site are necessary.



**First American
Title Company of Oregon**

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 8/6/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : *no Site Address*
Mail Address : 914 Madison St Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04CD05900
Parcel Number : 05026487
T: 03S R: 02E S: 04 Q: QQ:
County : Clackamas (OR)
Telephone :

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : Block:
Improvement Type : *unknown Improvement Code*
Subdivision/Plat :
Neighborhood :
Land Use : *unknown Use Code*
Legal : SECTION 04 TOWNSHIP 3S RANGE 2E
: QUARTER CD TAX LOT 5900
:

ASSESSMENT AND TAX INFORMATION

Mkt Land :
Mkt Structure :
Mkt Total :
% Improved :
14-15 Taxes :
Exempt Amount :
Exempt Type :
Levy Code :
Millage Rate :
M50AssdValue :

PROPERTY CHARACTERISTICS

Bedrooms :	Building SF :	BldgTotSqFt :
Bathrooms :	1st Floor SF :	Lot Acres :
Full Baths :	Upper Finished SF :	Lot SqFt :
Half Baths :	Finished SF :	Garage SF :
Fireplace :	Above Ground SF :	Year Built :
Heat Type :	Upper Total SF :	School Dist :
Floor Cover :	UnFinUpperStorySF :	Foundation :
Stories :	Basement Fin SF :	Roof Type :
Int Finish :	Basement Unfin SF :	Roof Shape :
Ext Finsh :	Basement Total SF :	

TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:



**First American
Title Company of Oregon**

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 8/6/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : *no Site Address*
Mail Address : 914 Madison St Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04CD06000
Parcel Number : 05026488
T: 03S R: 02E S: 04 Q: QQ:
County : Clackamas (OR)
Telephone :

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : Block:
Improvement Type : *unknown Improvement Code*
Subdivision/Plat :
Neighborhood :
Land Use : *unknown Use Code*
Legal : SECTION 04 TOWNSHIP 3S RANGE 2E
: QUARTER CD TAX LOT 6000
:

ASSESSMENT AND TAX INFORMATION

Mkt Land :
Mkt Structure :
Mkt Total :
% Improved :
14-15 Taxes :
Exempt Amount :
Exempt Type :
Levy Code :
Millage Rate :
M50AssdValue :

PROPERTY CHARACTERISTICS

Bedrooms :	Building SF :	BldgTotSqFt :
Bathrooms :	1st Floor SF :	Lot Acres :
Full Baths :	Upper Finished SF :	Lot SqFt :
Half Baths :	Finished SF :	Garage SF :
Fireplace :	Above Ground SF :	Year Built :
Heat Type :	Upper Total SF :	School Dist :
Floor Cover :	UnFinUpperStorySF :	Foundation :
Stories :	Basement Fin SF :	Roof Type :
Int Finish :	Basement Unfin SF :	Roof Shape :
Ext Finsh :	Basement Total SF :	

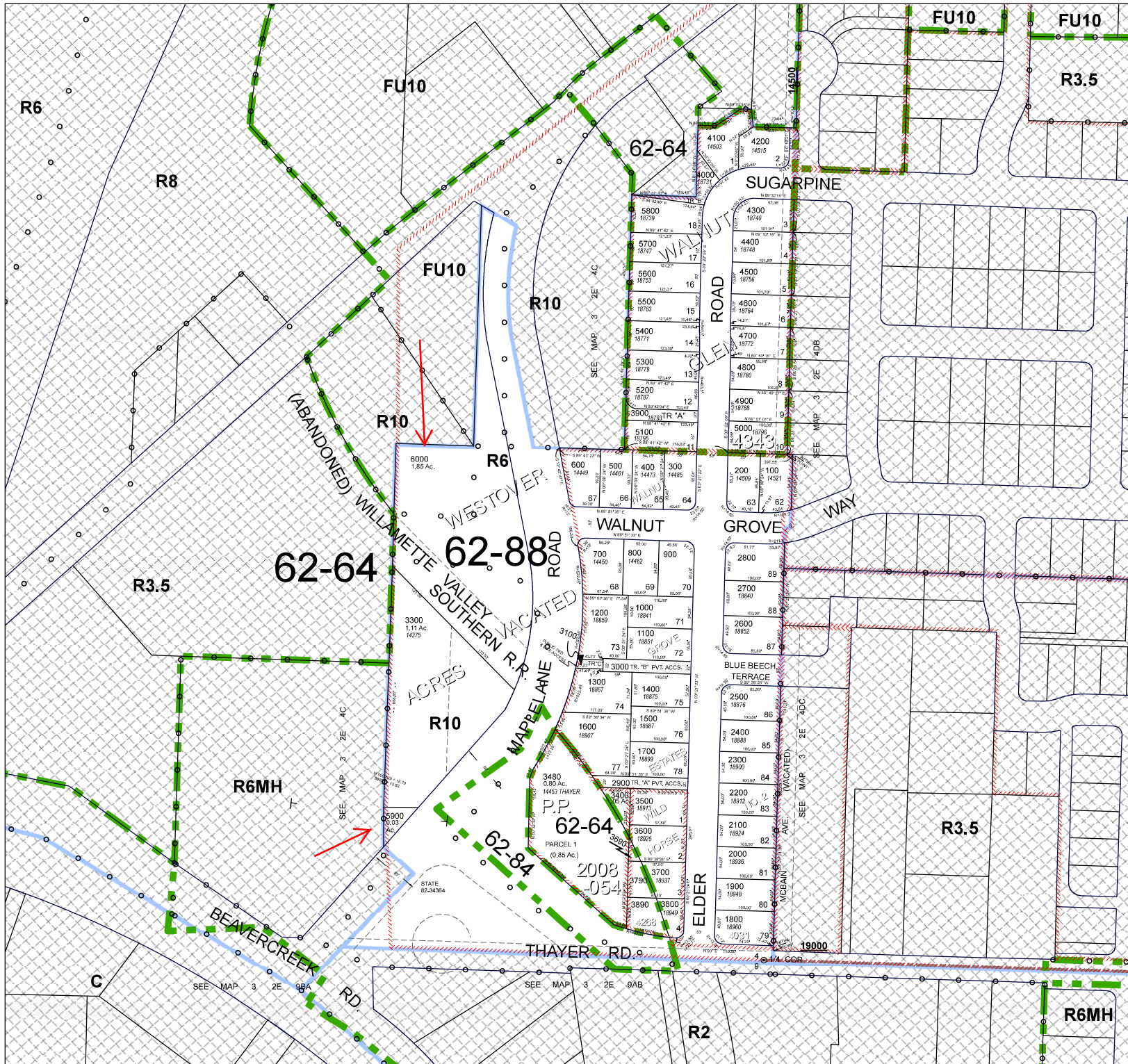
TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

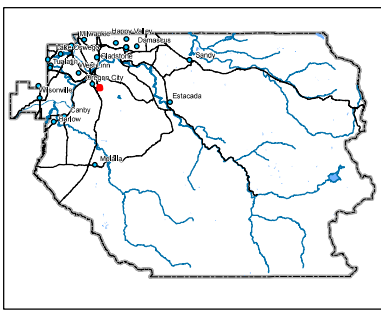
S.E.1/4 S.W.1/4 SEC.4 T.3S. R.2E. W.M.
CLACKAMAS COUNTY
1" = 100'

Cancelled Taxlots

1300
3200
3290
3490



- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- TaxCodeLines
- Map Index
- WaterLines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY

RECORDING COVER SHEET
(Per ORS 205.234 or ORS 205.244)

This cover sheet has been prepared by the person
presenting the attached instrument for recording.
Any errors in this cover sheet do not effect the
Transaction(s) contained in the instrument itself

Clackamas County Official Records
Sherry Hall, County Clerk

2014-062225

12/04/2014 11:20:56 AM

D-D Cnt=1 Stn=8 CINDY
\$40.00 \$16.00 \$10.00 \$22.00

\$88.00

This space reserved for use by
the County Recording Office

After recording return to:
Historic Properties, LLC
914 Madison
Oregon City, OR 97045

- 1) **Title(s) of Transaction(s)** ORS 205.234(a)
Statutory Quitclaim Deed
- 2) **Direct Party/Grantor(s)** ORS 205.125(1)(b) and ORS 205.160
City of Oregon City
- 3) **Indirect Party/Grantee(s)** ORS 205.125(1)(a) and ORS 205.160
Historic Properties, LLC
- 4) **True and Actual Consideration** ORS 93.030
\$302,500.00
- 5) **Send Tax Statements to:**
Same as above return to

☒ : If this box is checked, the below applies:

If this instrument is being Re-Recorded, complete the following statement, in accordance with ORS 205.244: "Rerecorded at the request of First American Title to correct the legal description .
Previously recorded as Fee Number 2014-059930."

(Legal description if corrected is attached to included certified document of the original.)

FATCO NO. 2345700-SS



After recording return to:
Historic Properties, LLC
914 Madison
Oregon City, OR 97045

Until a change is requested all tax
statements shall be sent to:
Same as above

File No.: 7072-2345708 (DJC)
Date: November 14, 2014

THIS SPACE RESERVED FOR RECORDER'S USE

Clackamas County Official Records	2014-059930
Sherry Hall, County Clerk	11/20/2014 10:32:13 AM
D-D Cnt=1 Stn=8 CINDY	\$73.00
\$25.00 \$16.00 \$10.00 \$22.00	

STATUTORY QUITCLAIM DEED

City of Oregon City, a municipal corporation of the State of Oregon, Grantor, releases and quitclaims to **Historic Properties, LLC, an Oregon limited liability company**, all rights and interest in and to the following described real property:

Except as set forth in Exhibit "B" attached hereto.

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

The true consideration for this conveyance is **\$302,500.00**. (Here comply with requirements of ORS 93.030)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

FIRST AMERICAN - 2345708 - 85

APN:

Statutory Quitclaim Deed
- continued

File No.: 7072-2345708 (DJC)
Date: 11/14/2014

Dated this 17th day of November, 2014.

David W. Frasher
David W. Frasher, City Manager

John M. Lewis
John M. Lewis, Public Works Director

STATE OF Oregon)
)ss.
County of Clackamas)

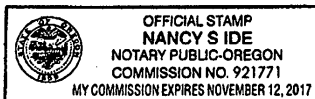
This instrument was acknowledged before me on this 17th day of November, 2014
by **John M. Lewis, Public Works director of the City of Oregon City on behalf of the corporation.**



Nancy S. Ide
Notary Public for Oregon
My commission expires: 11-12-2017

STATE OF Oregon)
)ss.
County of Clackamas)

This instrument was acknowledged before me on this 17th day of November, 2014
by **David W. Frasher as City Manager of the City of Oregon City on behalf of the corporation.**



Nancy S. Ide
Notary Public for Oregon
My commission expires: 11-12-2017

APN:

Statutory Quitclaim Deed
- continued

File No.: 7072-2345708 (DJC)
Date: 11/14/2014

EXHIBIT A

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

PARCEL 1

A PARCEL OF LAND LYING IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON AND BEING THOSE PROPERTIES DESIGNATED AS PARCEL 2 AND DESCRIBED IN THOSE WARRANTY DEEDS TO THE STATE OF OREGON, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, RECORDED DECEMBER 30, 1981 AS RECORDERS FEE NO. 82-3617, FILM RECORDS OF CLACKAMAS COUNTY.

PARCEL 2

A PARCEL OF LAND LYING IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON AND BEING THAT PROPERTY DESIGNATED AS PARCEL 2 AND DESCRIBED IN THAT WARRANTY DEED TO THE STATE OF OREGON, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, RECORDED DECEMBER 17, 1982 AS RECORDERS FEE NO. 82-34364.

EXHIBIT "B"

After recording return to:

Oregon City Recorder
Oregon City Hall
P. O. Box 3040
Oregon City, OR 97045

DECLARATION OF COVENANT AND RESTRICTION

THIS DECLARATION OF COVENANT AND RESTRICTION (this "Declaration") is made this ____ day of November, 2014, by **HISTORIC PROPERTIES, LLC**, an Oregon limited liability company ("Declarant").

A. Declarant is the owner of that property legally described as follow (the "Property"):

Parcel 1 - A parcel of land lying in Section 4, Township 3 South, Range 2 East, W.M., Clackamas County, Oregon and being those properties designated as Parcel 2 and described in those Warranty Deeds to the State of Oregon, by and through its Department of Transportation, Highway Division, recorded December 30, 1981 as Recorder's Fee No. 81-44150 and recorded February 8, 1982 as Recorder's Fee No. 82-3617, Film Records of Clackamas County.

This parcel of land contains 1.85 acres, more or less.

Parcel 2 - A parcel of land lying in Section 4, Township 3 South, Range 2 East, W.M., Clackamas County, Oregon and being that property designated as Parcel 2 and described in that Warranty Deed to the State of Oregon, by and through its Department of Transportation, Highway Division, recorded December 17, 1982 as Recorder's Fee No. 82-34364, Film Records of Clackamas County.

This parcel of land contains 0.03 acre, more or less.

B. Declarant and the City desire that the Property be subject to certain covenants and restrictions hereafter described, which covenants and restrictions shall inure to the benefit of and bind the parcel for the benefit of the City of Oregon City (the "City") and its successors and assigns.

NOW, THEREFORE, for and in consideration of the foregoing Recitals which are deemed a material and substantive part of this Declaration, as well as the terms and conditions of the Purchase and Sale Agreement between the declarant and the City and other good and valuable consideration, Declarant hereby declares, grants, covenants and agrees as follows:

1. **Covenant and Restriction.**

(a) Declarant hereby declares that the future development of the Property shall include a transportation system that is designed to support the build out capacity of the area and

resolves the transition problem associated with the proximity of Thayer Road to Beaver Creek Road consistent with City standards.

(b) Declarant hereby declares that it covenants to seek no additional compensation from the City for the dedication of roadway on the Property.

2. **Binding.** This Declaration and the covenants within this declaration are intended to be a restriction running with and binding upon the land and shall be binding upon and inure to the benefit of the City, and its respective personal or legal representatives, successors and assigns.

3. **Governing Law.** This Declaration shall be governed by the laws of the State of Oregon.

4. **Severability.** If any term or provision of this Declaration or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Declaration shall not be affected thereby, and each term and provision of this Declaration shall be valid and enforceable to the fullest extent permitted by law.

5. **Mortgages.** Any mortgages, trust deeds or other liens encumbering all or any portion of the Parcels shall at all times be subordinate to the terms of this Declaration and any party foreclosing any such mortgage, or acquiring title by deed in lieu of foreclosure or trustee's sale, shall acquire title subject to all of the terms and provisions of this Declaration.

IN WITNESS WHEREOF, the undersigned has hereunto set its hand as of the date first written above.

HISTORIC PROPERTIES, LLC,
An Oregon limited liability company

By: _____
_____, Manager

State of Oregon)
) ss.
County of _____)

This instrument was acknowledged before me _____, 2014, by
_____, Manager of HISTORIC PROPERTIES, LLC, An Oregon limited liability
company, on behalf of the company.

Notary Public for Oregon
My Commission Expires: _____

STATE OF OREGON
COUNTY OF CLACKAMAS } ss.

I, SHERRY HALL, County Clerk of the
State of Oregon for the County of Clackamas,
do hereby certify that the foregoing copy of

Quia Ruid
2014-059930 SPAS

has been by me compared with the original, and
that it is a correct transcript therefrom, and the
whole of such original, as the same appears on the
file and record in my office and under my care,
custody and control.

IN TESTIMONY WHEREOF, I have hereunto set
my hand and affixed my official seal

this 26th day of

November 2014

By Sherry Hall Sherry Hall, County Clerk
Deputy



EXHIBIT A

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

PARCEL 1

A PARCEL OF LAND LYING IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON AND BEING THOSE PROPERTIES DESIGNATED AS PARCEL 2 AND DESCRIBED IN THOSE WARRANTY DEEDS TO THE STATE OF OREGON, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, RECORDED DECEMBER 30, 1981 AS RECORDERS FEE NO. 81-44150 AND RECORDED FEBRUARY 8, 1982 AS RECORDERS FEE NO. 82-3617, FILM RECORDS OF CLACKAMAS COUNTY.

PARCEL 2

A PARCEL OF LAND LYING IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON AND BEING THAT PROPERTY DESIGNATED AS PARCEL 2 AND DESCRIBED IN THAT WARRANTY DEED TO THE STATE OF OREGON, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, RECORDED DECEMBER 17, 1982 AS RECORDERS FEE NO. 82-34364.



**First American
Title Company of Oregon**

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 7/21/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : 3391 Beavercreek Rd Oregon City 97045
Mail Address : 606 15th St Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04C 01300
Parcel Number : 00842351
T: 03S R: 02E S: 04 Q: SW QQ:
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : 223.02 Block: 3
Neighborhood : Oregon City Newer
School District : 062
Subdivision/Plat : Part/James Swafford Homestead
Improvement Type : 132 Sgl Family,R1-3,1-Story (Basement)
Land Use : 401 Tract,Tract Land,Improved
Legal : SECTION 04 TOWNSHIP 3S RANGE 2E
: QUARTER C TAX LOT 01300
:

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$242,161
Mkt Structure : \$139,230
Mkt Total : \$381,391
% Improved : 37
M50AssdValue : \$194,810
Levy Code : 062088
14-15 Taxes : \$3,541.65
Millage Rate : 18.1800
Zoning :
Exempt Amount :
Exempt Type :

PROPERTY CHARACTERISTICS

Bedrooms	: 2	Building Living SF	: 2,094	BldgTotSqFt	: 1,278
Bathrooms	: 2.00	1st Floor SF	: 972	Lot Acres	: 3.33
Full Baths	: 2	Upper Finished SF	: 306	Lot SqFt	: 145,268
Half Baths	:	Finished SF	: 1,278	Garage SF	:
Fireplace	: Single Fireplace	Above Ground SF	: 1,278	Year Built	: 1938
Heat Type	: Forced Air-Oil	Upper Total SF	: 306	Foundation	: Concrete
Floor Cover	: Carpet	UnFinUpperStorySF	:	Roof Type	: Wd Shingle
Stories	: 1 Story-Bsmt	Basement Fin SF	:	Roof Shape	:
Int Finish	: Drywall	Basement Unfin SF	: 816		
Ext Finsh	: Shake	Basement Total SF	: 816		

TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:12/20/2007	007-105344	:\$899,000	:Warranty	:\$449,000	:Construct
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:



Customer Service Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY



Customer Service Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY

9511
Recorded By TICOR TITLE
C881563

STATUTORY WARRANTY DEED

THIS SPACE RESERVED FOR RECORDER'S USE

Grantor: Frieda M. Sanders
Grantee: Historic Properties LLC

Until a change is requested, all tax statements shall be sent to the following address:
Historic Properties LLC
606 15th Street
Oregon City OR 97045

After Recording return to:
Historic Properties LLC
606 15th Street
Oregon City OR 97045

Escrow No. 881563 DIA
Title No. 881563

Clackamas County Official Records 2007-105344
Sherry Hall, County Clerk



\$31.00

01172521200701053440010015

12/20/2007 10:27:47 AM

D-D Cnt=1 Stn=4 KANNA
\$5.00 \$16.00 \$10.00

FRIEDA M. SANDERS, Grantor, conveys and warrants to HISTORIC PROPERTIES LLC, AN OREGON LIMITED LIABILITY COMPANY, Grantee, the following described real property free of encumbrances except as specifically set forth herein situated in **Clackamas** County, Oregon, to wit:

A tract of land located in Section 4, Township 3 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, being a part of the James Swafford Homestead and being a part of the Frank T. and Anna Douglas Straight tract, as described in Book 397, Page 87, record of deed for Clackamas County, Oregon, as set forth by Parcel A thereof. The tract herein conveyed being more particularly described as follows:

Beginning at the one-quarter section corner on the South boundary of said Section 4; thence following said South boundary, North 89° 28' West 659.34 feet to a 2 inch iron pipe located at the Southwest corner of WESTOVER ACRES, a townplat recorded in Book 14, Page 24, record of Townplats and being the Southeast corner of said Straight tract and the true point of beginning; thence following the East boundary of said Straight tract, North 488.02 feet to an iron pipe; thence parallel with the North boundary of said Straight tract, West 354.05 feet to an iron pipe; thence parallel with the East boundary of said Straight tract, South 388.22 feet to an intersection with the center line of Market Road No. 11; thence following said center line South 55° 44' East 173.92 feet to an intersection with the center line of Thayer Road; thence following the center line of said Thayer Road (the South boundary of Section 4) South 89° 28' East 210.30 feet to the point of beginning.

EXCEPTING THEREFROM that portion described in Warranty Deed from Charley E. Sanders and Frieda M. Sanders to the State of Oregon, by and through its Department of Transportation, recorded February 22, 1982 as Fee No. 82 5040, re-recorded April 12, 1982 as Fee No. 82 10052.

The said property is free from encumbrances except: COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, SET BACK LINES, POWERS OF SPECIAL DISTRICTS, AND EASEMENTS OF RECORD, IF ANY.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER SECTIONS 2, 3 AND 5 TO 22 OF CHAPTER 424, OREGON LAWS 2007 (BALLOT MEASURE 49 (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 APPROVED USES, 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 SECTIONS 2, 3 AND 5 TO 22 OF CHAPTER 424, OREGON LAWS 2007 (BALLOT MEASURE 49 (2007)).

The true consideration for this conveyance is \$899,000.00. (Here comply with the requirements of ORS 93.030).

Dated this 19 day of Dec, 2007.

Frieda M. Sanders by Deborah E. Johnson as
Frieda M. Sanders
Attg in fact

State: OR
County: Clackamas

The foregoing instrument was acknowledged before me this 19 day of Dec, 2007 by:

Deborah Johnson as Power of Attorney for Frieda M. Sanders

[Signature]

TICOR TITLE INSURANCE CO.
STATUTORY WARRANTY DEED (CLO4)





**First American
Title Company of Oregon**

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 7/21/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : 14228 Maplelane Ct Oregon City 97045
Mail Address : 1300 John Adams St #100 Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04C 01201
Parcel Number : 00842342
T: 03S R: 02E S: 04 Q: SW QQ:
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : 230.01 Block: 1
Neighborhood : Oregon City Newer
School District : 062
Subdivision/Plat :
Improvement Type : 600 Churches
Land Use : 101 Res, Residential Land, Improved
Legal : SECTION 04 TOWNSHIP 3S RANGE 2E
: QUARTER C TAX LOT 01201
:

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$236,830
Mkt Structure : \$392,560
Mkt Total : \$629,390
% Improved : 62
M50AssdValue : \$588,808
Levy Code : 062064
14-15 Taxes :
Millage Rate : 18.1800
Zoning :
Exempt Amount : \$588,808
Exempt Type : Religious

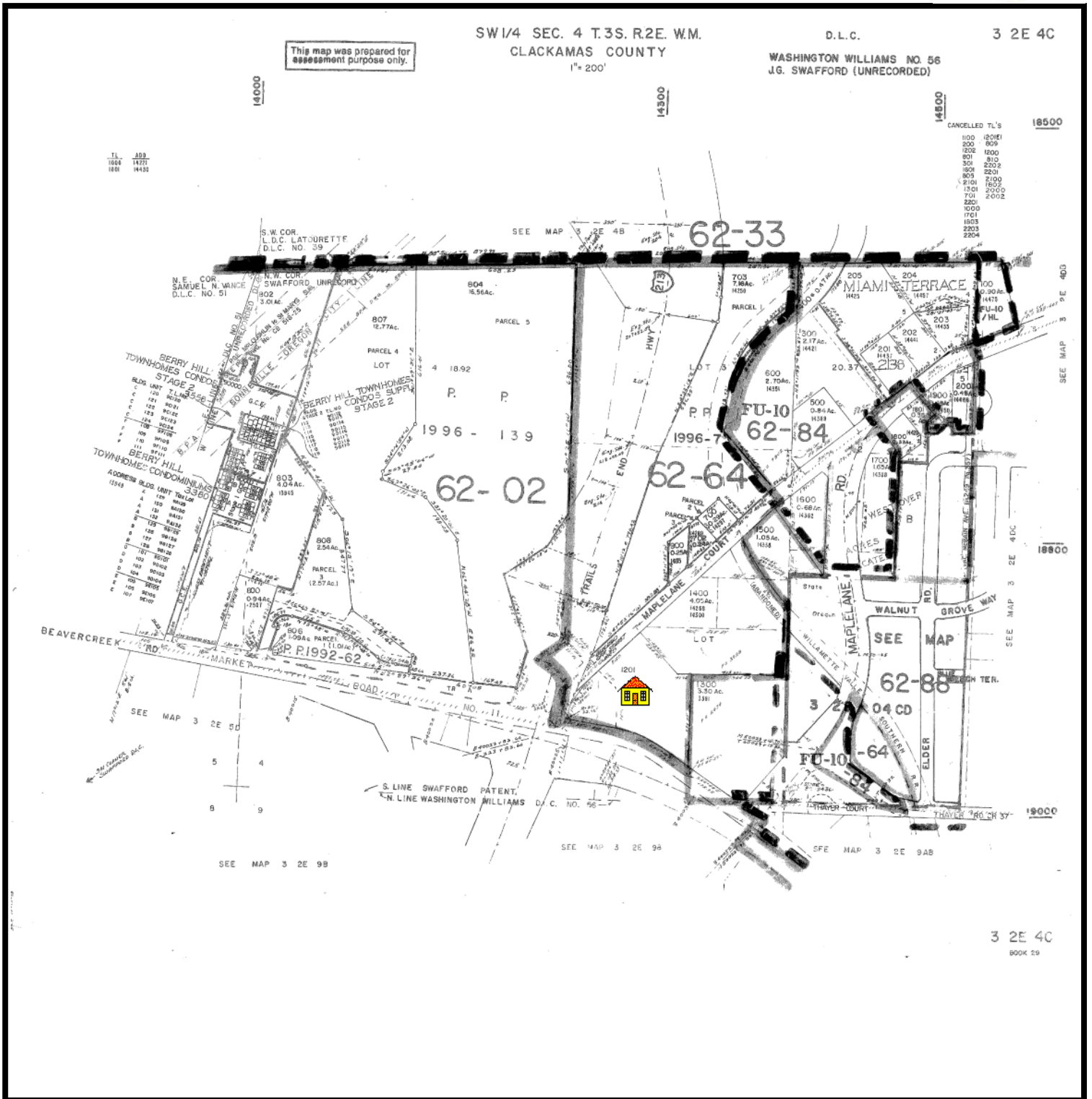
PROPERTY CHARACTERISTICS

Bedrooms :	Building Living SF :	BldgTotSqFt :
Bathrooms :	1st Floor SF :	Lot Acres : 2.84
Full Baths :	Upper Finished SF :	Lot SqFt : 123,713
Half Baths :	Finished SF :	Garage SF :
Fireplace :	Above Ground SF :	Year Built : 1972
Heat Type :	Upper Total SF :	Foundation :
Floor Cover :	UnFinUpperStorySF :	Roof Type :
Stories :	Basement Fin SF :	Roof Shape :
Int Finish :	Basement Unfin SF :	
Ext Finsh :	Basement Total SF :	

TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:03/01/2012	012-012014	:\$1,100,000	:Warranty	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

Reference Parcel #: 32E04C 01201

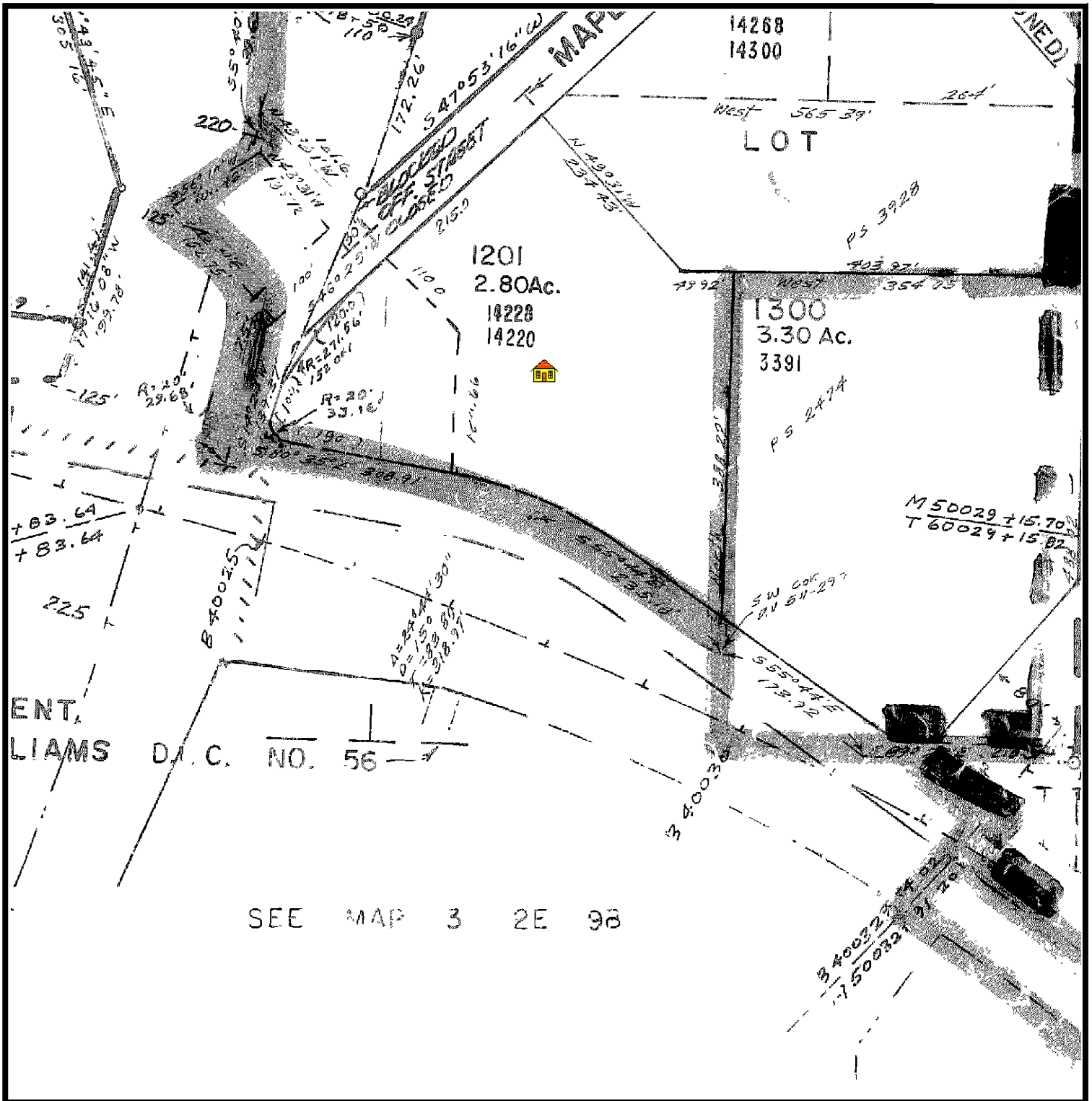


First American
Title Company of Oregon

Customer Service Department
 121 SW Morrison Street Suite 300 Portland, OR 97204
 Phone: 503.219.7100 (8746) Fax: 503.790.7872
 Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY

Reference Parcel #: 32E04C 01201



First American
Title Company of Oregon

Customer Service Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY

RECORDING COVER SHEET *(Please Print or Type)*

This cover sheet was prepared by the person presenting the instrument for recording. The information on this sheet is a reflection of the attached instrument and was added for the purpose of meeting first page recording requirements in the State of Oregon, ORS 205.234, and does NOT affect the instrument.

THIS SPACE RESERVED FOR USE BY
THE COUNTY RECORDING OFFICE

AFTER RECORDING RETURN TO:

Historic Properties, LLC, an Oregon Limited Liability Company
1300 John Adams St #100
Oregon City, OR 97045

1) TITLE(S) OF THE TRANSACTION(S) ORS 205.234(a)

Statutory Warranty Deed

2) DIRECT PARTY / GRANTOR(S) ORS 205.125(1)(b) and 205.160

Hilltop Fellowship Bible Church, a Non Profit Corporation

P.O. Box 1987
Oregon City, OR 97045

3) INDIRECT PARTY / GRANTEE(S) ORS 205.125(1)(a) and 205.160

Historic Properties, LLC, an Oregon Limited Liability Company

1300 John Adams St #100
Oregon City, OR 97045

4) TRUE AND ACTUAL CONSIDERATION
ORS 93.030(5) – Amount in dollars or other

\$ 1,100,000.00

☐ Other

5) SEND TAX STATEMENTS TO:

Historic Properties, LLC, an Oregon
Limited Liability Company
1300 John Adams St #100
Oregon City, OR. 97045

6) SATISFACTION of ORDER or WARRANT
ORS 204.125(1)(e)

CHECK ONE.
(If applicable)

☐ FULL
☐ PARTIAL

**7) The amount of the monetary
obligation imposed by the order or
warrant.** ORS 205.125 (1)(c)

\$

**8) If this instrument is being Re-Recorded, complete the following statement, in accordance with
ORS 205.244: "RERECORDED AT THE REQUEST OF**

_____ TO CORRECT

PREVIOUSLY RECORDED IN BOOK _____ AND PAGE _____

_____, OR AS FEE NUMBER _____

RECORDING REQUESTED BY:

GRANTOR'S NAME.

Hilltop Fellowship Bible Church, a Non Profit
Corporation

GRANTEE'S NAME.

Historic Properties, LLC, an Oregon Limited
Liability Company

SEND TAX STATEMENTS TO:

Historic Properties, LLC, an Oregon Limited
Liability Company
1300 John Adams St #100
Oregon City, OR. 97045

AFTER RECORDING RETURN TO:

Historic Properties, LLC, an Oregon Limited
Liability Company
1300 John Adams St #100
Oregon City, OR 97045

Escrow No: 890791-TTPOR44

14220 & 14228 S. Mapelane Court
Oregon City, OR 97045

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Hilltop Fellowship Bible Church, an Oregon non-profit corporation, which acquired title as Maple Lane Baptist Church, an Oregon Corporation, Grantor, conveys and warrants to

Historic Properties, LLC, an Oregon Limited Liability Company, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Clackamas, State of Oregon:

A tract of land situated in the J.G Swafford Donation Land Claim in Section 4, Township 3 South, Range 2 East, of the Willamette Meridian, in the City of Oregon City, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at the one-quarter Section corner on the south line of said Section 4; thence North 89°28' West along the South line of said Section 4, a distance of 659.34 feet to the Southwest corner of Westover Acres, recorded in Volume 14, Page 24, Plat Records; thence North along the West line of said plat, 488.02 feet to the Northeast corner of that certain tract described in deed to Harold F. Peeples, et ux, recorded May 23, 1956 in book 511, Page 297, Fee No. 8011; thence West along the North line of said Peeples tract 354.02 feet to the Northwest corner of said Peeples tract and the true point of beginning of the tract herein to be described; thence continuing on a Westerly extension of the North line of said Peeples tract, 49.92 feet, more or less, to the Southwest corner of that certain tract described in deed to School district No. 62 recorded June 11, 1956 in Book 512, Page 79, Fee No. 9015; thence North 43° 31' West along the West line of said School District tract, 234.43 feet, more or less, to the center line of said Maple Lane Road; thence South 46° 29' West along the center line of said Maple Lane Road, 349.03 feet to an angle corner therein; thence continuing along said centerline, South 14° 24' West 139.37 feet to the intersection with the centerline of Market Road No. 11; thence tracing the last mentioned centerline South 80° 35' East 308.91 feet to an angle corner therein; thence continuing along said centerline South 55° 44' East 235.18 feet to the Southwest corner of said Peeples tract; thence North along the West line of said Peeples tract, 388.22 feet to the true point of beginning.

EXCEPT THEREFROM those portions lying within Market Road No. 11 and Maple Lane Court.

890791-TTPOR44
Deed (Warranty-Statutory)

ALSO EXCEPT THEREFROM those portions described in deed to Clackamas County recorded August 10, 1976, Fee No. 7627298.

Subject to and excepting:

Covenants, Conditions, Restrictions, Reservations, set back lines, Power of Special Districts, and easements of Record, if any.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO

11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS \$1,100,000.00. (See ORS 93.030)

DATED: 2/28/2012

Hilltop Fellowship Bible Church, a Non Profit Corporation

BY: Phil Dilsaver
Phil Dilsaver, Board Member

State of OREGON

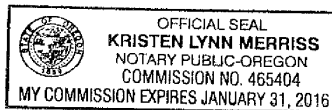
COUNTY of Clackamas

This instrument was acknowledged before me on 2/28, 20 12

by Phil Dilsaver, Board Member of Hilltop Fellowship Bible Church.

Kristen Lynn Merriss
Notary Public - State of Oregon

My commission expires: 1-31-16





**First American
Title Company of Oregon**

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 7/21/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : 14268 Maplelane Ct Oregon City 97045
Mail Address : 1300 John Adams St #100 Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04C 01400
Parcel Number : 00842360
T: 03S R: 02E S: 04 Q: SW QQ:
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : 223.02 Block: 3
Neighborhood : Oregon City Newer
School District : 062
Subdivision/Plat :
Improvement Type : 601 Schools
Land Use : 401 Tract,Tract Land,Improved
Legal : SECTION 04 TOWNSHIP 3S RANGE 2E
: QUARTER C TAX LOT 01400
:

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$251,220
Mkt Structure : \$674,360
Mkt Total : \$925,580
% Improved : 73
M50AssdValue : \$845,741
Levy Code : 062064
14-15 Taxes :
Millage Rate : 18.1800
Zoning :
Exempt Amount :
Exempt Type :

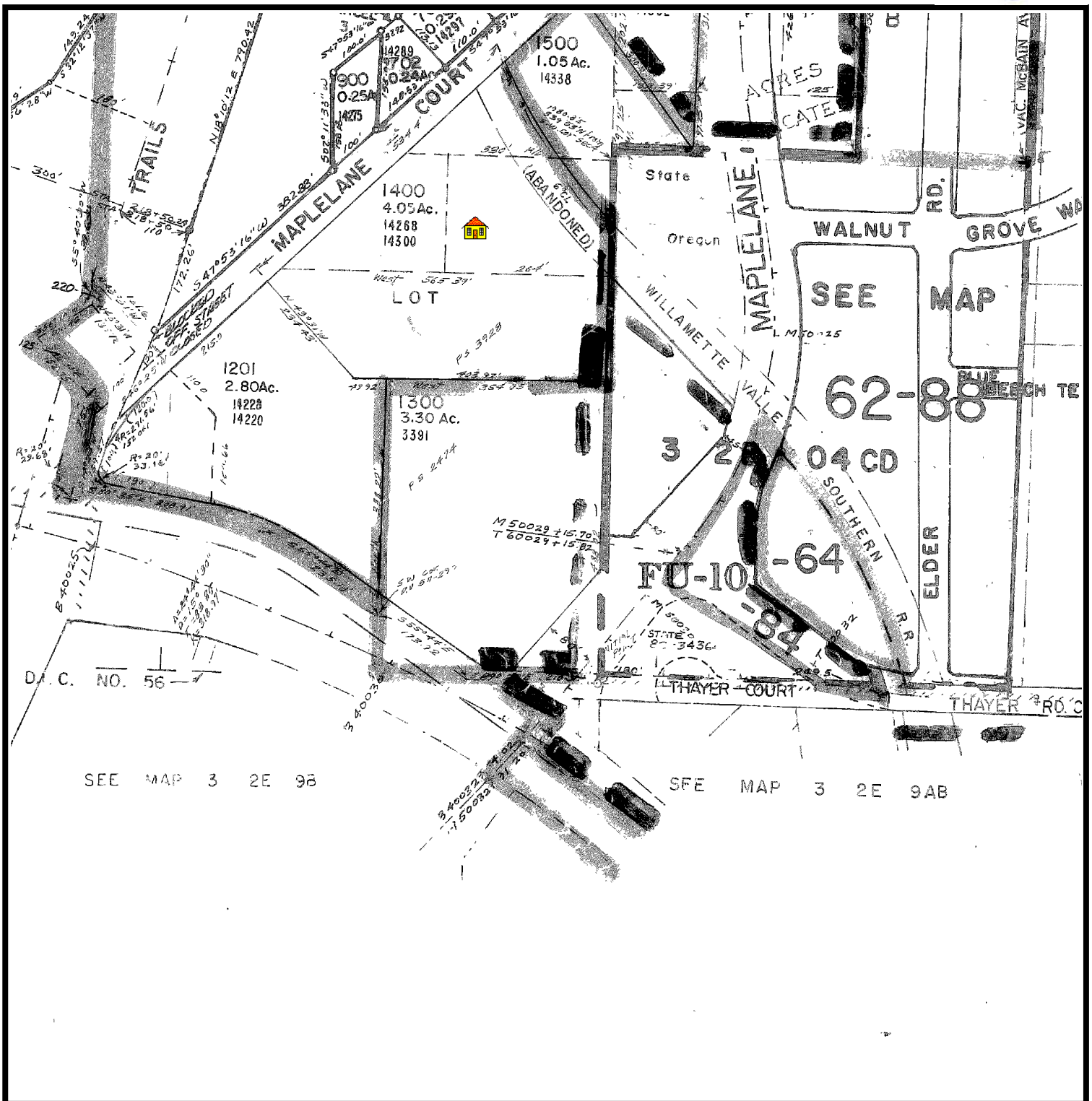
PROPERTY CHARACTERISTICS

Bedrooms :	Building Living SF :	BldgTotSqFt :
Bathrooms :	1st Floor SF :	Lot Acres : 4.04
Full Baths :	Upper Finished SF :	Lot SqFt : 176,136
Half Baths :	Finished SF :	Garage SF :
Fireplace :	Above Ground SF :	Year Built : 1930
Heat Type :	Upper Total SF :	Foundation :
Floor Cover :	UnFinUpperStorySF :	Roof Type :
Stories :	Basement Fin SF :	Roof Shape :
Int Finish :	Basement Unfin SF :	
Ext Finsh :	Basement Total SF :	

TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:11/25/2014	014-060957	:\$1,700,000	:Warranty	:\$1,500,000	:Conventi
:Oregon City Sch Dist #62	:	000512-079	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

Reference Parcel #: 32E04C 01400

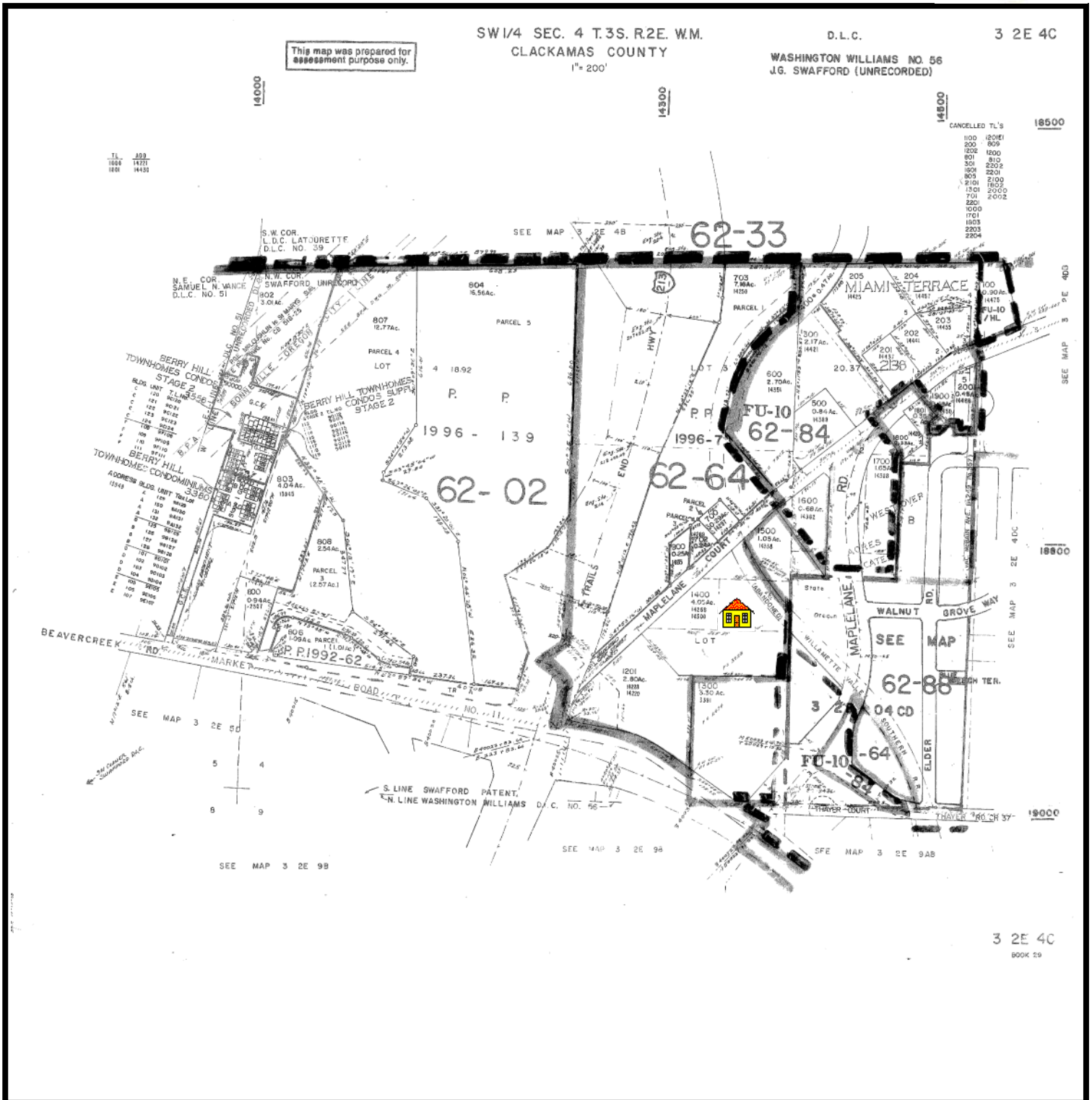


First American
Title Company of Oregon

Customer Service Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY

Reference Parcel #: 32E04C 01400



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Title Company of Oregon**

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After recording return to:
Historic Properties, LLC
1300 John Adams, Suite 100
Oregon City, OR 97045

Until a change is requested all tax
statements shall be sent to the
following address:
Historic Properties, LLC
1300 John Adams, Suite 100
Oregon City, OR 97045

File No.: 7072-2334912 (sh)
Date: October 15, 2014

Clackamas County Official Records
Sherry Hall, County Clerk

2014-060957

11/25/2014 03:13:19 PM

D-D Cnt=1 Stn=2 LESLIE
\$20.00 \$16.00 \$10.00 \$22.00

\$68.00

STATUTORY WARRANTY DEED

School District No. 62, nka Oregon City School District No 62 as to Parcel I and School District No. 27, nka Oregon City School District No. 62, as to Parcels II, III and IV, Grantor, conveys and warrants to **Historic Properties, LLC**, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

See attached exhibit "A"-----

Subject to:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

This deed fulfills the terms and provisions contained in the recorded First Purchase Option Recorded November 2, 2012 as Fee No. 2012-072445.

The true consideration for this conveyance is **\$1,700,000.00**. (Here comply with requirements of ORS 93.030)

2334912-SS
FIRST AMERICAN

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

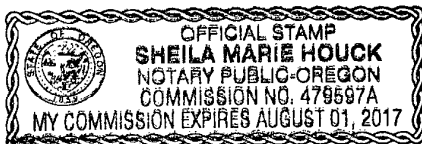
Dated this 24th day of November, 2014.

Oregon City School District No. 62

X *Larry Didway*
By: Larry Didway, Superintendent

STATE OF Oregon)
)ss.
County of Clackamas)

This instrument was acknowledged before me on this 24th day of November, 2014
by Larry Didway as Superintendent of Oregon City School District No. 62, on behalf of the School District.



Sheila Marie Houck
Notary Public for Oregon
My commission expires: 8/1/17

EXHIBIT A

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

PARCEL I:

A TRACT OF LAND LOCATED IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN AND BEING A PART OF THE JAMES SWAFFORD HOMESTEAD. THE TRACT HEREIN CONVEYED PARTICULAR DESCRIBED AS FOLLOWS, TO WIT:

BEGINNING AT THE ONE-QUARTER SECTION CORNER ON THE SOUTH BOUNDARY OF SAID SECTION 4; THENCE FOLLOWING SAID SOUTH BOUNDARY, NORTH 89 DEGREES 2' WEST 659.34 FEET TO A 2 INCH IRON PIPE LOCATED AT THE SOUTHWEST CORNER OF WESTOVER ACRES, A TOWNPLAT RECORDED IN BOOK 14 ON PAGE 24, RECORDS OF TOWNPLATS FOR CLACKAMAS COUNTY, OREGON; THENCE FOLLOWING THE WEST BOUNDARY OF SAID TOWNPLAT, NORTH 488.02 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN CONVEYED. FROM SAID TRUE POINT OF BEGINNING THENCE, CONTINUING NORTH 170.00 FEET TO THE NORTHEAST CORNER OF THE FRANK T. AND ANN DOUGLAS STREIGHT TRACT, AS DESCRIBED IN BOOK 397 ON PAGE 87, RECORDS OF DEEDS FOR CLACKAMAS COUNTY, OREGON AS SET FORTH BY PARCEL "B" THEREOF; THENCE FOLLOWING THE NORTH BOUNDARY OF SAID STREIGHT TRACT, WEST 565.39 FEET TO THE MOST NORTHERLY NORTHWEST CORNER OF SAID TRACT LOCATED IN THE CENTER LINE OF MAPLE LANE ROAD; THENCE AT RIGHT ANGLES TO MAPLE LANE ROAD, SOUTH 43 DEGREES 31' EAST 234.43 FEET; THENCE PARALLEL WITH SAID NORTH BOUNDARY OF THE SAID STREIGHT TRACT, EAST 403.97 FEET TO THE TRUE POINT OF BEGINNING OF THE HEREIN DESCRIBED.

PARCEL II:

A TRACT OF LAND LOCATED IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 30.10 CHAINS EAST AND 12.72 CHAINS NORTH OF THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 2 EAST, BEING PART OF THE DONATION CLAIM OF WASHINGTON WILLIAMS AND RUNNING THENCE WEST 4.00 CHAINS, THENCE SOUTH 3.75 CHAINS, THENCE EAST 4.00 CHAINS, THENCE NORTH 3.75 CHAINS TO THE PLACE OF BEGINNING.

PARCEL III:

BEGINNING AT A POINT IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, 30.10 CHAINS EAST AND 12.72 CHAINS NORTH OF THE SOUTHWEST CORNER OF SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN AND A THE NORTHEAST CORNER OF LAND CONVEYED TO SCHOOL DISTRICT 27 OF CLACKAMAS COUNTY, BY DEED RECORDED JUNE 25, 1879, IN BOOK "Q", PAGE 260, DEED RECORDS; THENCE WEST 5.00 CHAINS, MORE OR LESS TO THE CENTER OF COUNTY ROAD; THENCE NORTHEASTERLY IN THE CENTER LINE OF SAID ROAD 8.20 CHAINS, MORE OR LESS TO THE EAST LINE OF LAND CONVEYED TO THOMAS E. POWERS IN BOOK 211, PAGE 170, DEED RECORDS; THENCE SOUTH 5.78 CHAINS, MORE OR LESS TO THE PLACE OF BEGINNING.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PORTION OF LAND:

PART OF THE J.G. SWAFFORD DONATION LAND CLAIM IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, IN THE COUNTY OF CLACKAMAS AND STATE OF OREGON, INCLUDING A PART OF LOTS 1 AND 6 IN BLOCK "B" OF WEST OVER ACRES, NOW VACATED AND PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS 659.34 FEET WEST AND 822.88 FEET MORE OR LESS NORTH OF THE QUARTER SECTION CORNER ON THE SOUTH LINE OF SAID SECTION 4, AND WHICH POINT IS THE SOUTHWEST CORNER OF SAID LOT 6 IN BLOCK "B", WESTOVER ACRES, VACATED; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 6, A DISTANCE OF 132.38 FEET TO A POINT; THENCE NORTHWEST 300 FEET, MORE OR LESS TO A POINT IN THE SOUTHEASTERLY BOUNDARY OF THE COUNTY ROAD (MAPLE LANE) WHICH IS 75 FEET SOUTHWESTERLY FROM THE NORTHWEST CORNER OF SAID LOT 1, WESTOVER ACRES, VACATED; THENCE SOUTHWESTERLY ALONG THE SOUTHEASTERLY BOUNDARY OF SAID COUNTY ROAD TO THE EASTERLY RIGHT OF WAY LINE OF THE WILLAMETTE VALLEY SOUTHERN RAILWAY COMPANY; THENCE SOUTHEASTERLY ALONG SAID EASTERLY RIGHT OF WAY LINE TO A POINT DUE SOUTH OF THE POINT OF BEGINNING; THENCE NORTH TO THE PLACE OF BEGINNING.

PARCEL IV:

THE FOLLOWING DESCRIBED PARCEL OF REAL ESTATE, SITUATED IN THE COUNTY OF CLACKAMAS AND STATE OF OREGON, TO WIT:

COMMENCING AT A POINT 26.10 CHAINS EAST AND 12.72 CHAINS NORTH OF THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 2 EAST. THENCE SOUTH 2.75 CHAINS, THENCE WEST 3.30 CHAINS TO THE ROAD, THENCE NORTH 50 DEGREES EAST, 4.80 CHAINS TO THE PLACE OF BEGINNING.



First American
Title Company of Oregon

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 7/21/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : 14275 Maplelane Ct Oregon City 97045
Mail Address : 1300 John Adams St Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04C 00900
Parcel Number : 00842315
T: 03S R: 02E S: 04 Q: SW QQ:
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : 223.02 Block: 3
Neighborhood : Oregon City Newer
School District : 062
Subdivision/Plat : Hazel Grove 02
Improvement Type : 121 Sgl Family,R1-2,1-Story
Land Use : 101 Res,Residential Land,Improved
Legal : SECTION 04 TOWNSHIP 3S RANGE 2E
: QUARTER C TAX LOT 00900
:

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$70,669
Mkt Structure : \$86,990
Mkt Total : \$157,659
% Improved : 55
M50AssdValue : \$120,119
Levy Code : 062064
14-15 Taxes : \$2,183.76
Millage Rate : 18.1800
Zoning :
Exempt Amount :
Exempt Type :

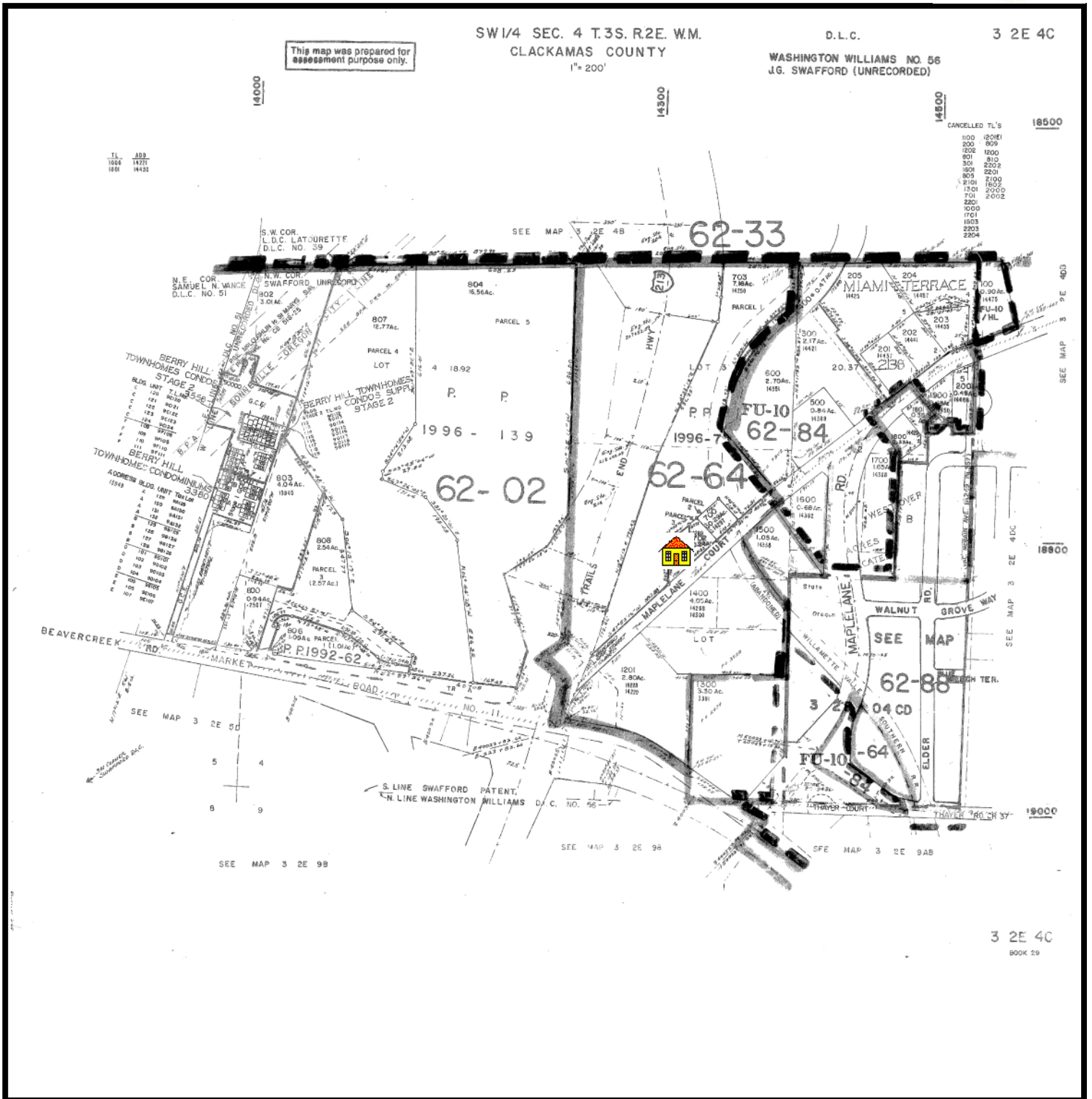
PROPERTY CHARACTERISTICS

Bedrooms :	Building Living SF : 2,000	BldgTotSqFt : 2,000
Bathrooms : 1.50	1st Floor SF : 2,000	Lot Acres : .26
Full Baths : 1	Upper Finished SF :	Lot SqFt : 11,313
Half Baths : 1	Finished SF : 2,000	Garage SF :
Fireplace :	Above Ground SF : 2,000	Year Built : 1950
Heat Type : Forced Air-Oil	Upper Total SF :	Foundation : Concrete
Floor Cover : Tile	UnFinUpperStorySF :	Roof Type : Built Up
Stories : 1	Basement Fin SF :	Roof Shape : Flat
Int Finish : Composition	Basement Unfin SF :	
Ext Finsh : Concrete Blk	Basement Total SF :	

TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:03/12/2014	014-011021	:\$220,000	:Warranty	:\$220,000	:Construct
:Rosenberry Joe	:10/01/1995	0095-66999	:\$12,500	:Warranty	:	:
:Fedracini Larry D	:07/09/1992	0092-42259	:\$7,000	:Bargain &	:	:
:Pedracini Larry D	:07/01/1992	0092-42259	:\$7,000	:Grant De	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

Reference Parcel #: 32E04C 00900

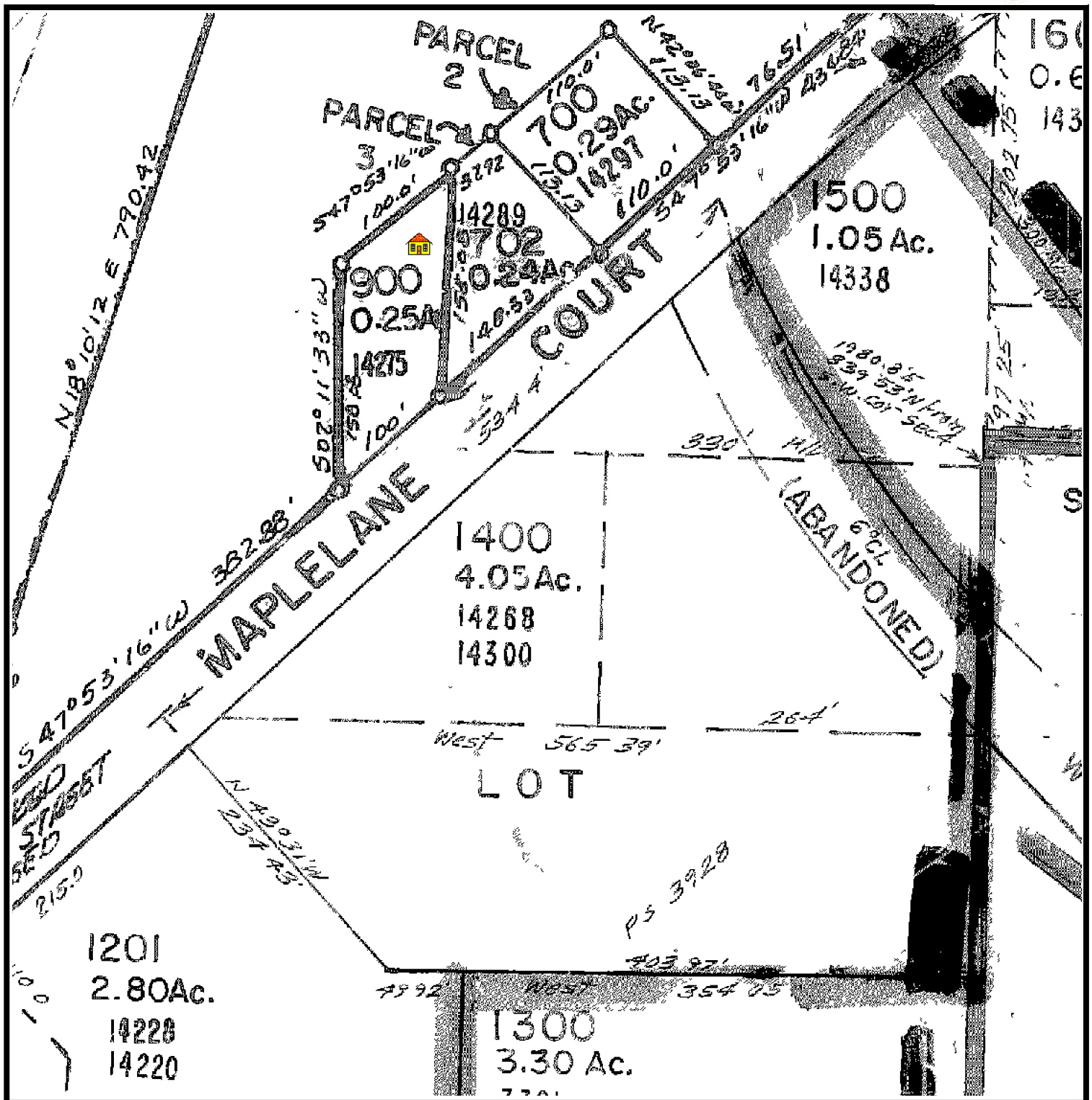


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 Phone: 503.219.TRIO (8746) Fax: 503.790.7872
 Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY

Reference Parcel #: 32E04C 00900



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After recording return to:
Historic Properties, LLC
1300 John Adams Street
Oregon City, OR 97045

Until a change is requested all tax
statements shall be sent to the
following address:
Historic Properties, LLC
1300 John Adams Street
Oregon City, OR 97045

File No.: 7072-2150827 (CRW)
Date: September 10, 2013

THIS SPACE RESERVED FOR RECORDER'S USE

Clackamas County Official Records
Sherry Hall, County Clerk

2014-011021

03/12/2014 09:37:05 AM

D-D Cnt=1 Stn=6 KARLYN
\$15.00 \$16.00 \$10.00 \$22.00

\$63.00

STATUTORY WARRANTY DEED

Joe Rosenberry, Grantor, conveys and warrants to **Historic Properties, LLC**, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

See Attached Exhibit "A"

Subject to:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **\$220,000.00**. (Here comply with requirements of ORS 93.030)

FIRST AMERICAN 2150827 55

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

Dated this 11 day of March, 2014.


Joe Rosenberry

STATE OF Oregon)
)ss.
County of Clackamas)

This instrument was acknowledged before me on this 11 day of March, 2014
by **Joe Rosenberry**.



Notary Public for Oregon

My commission expires: 9-29-17

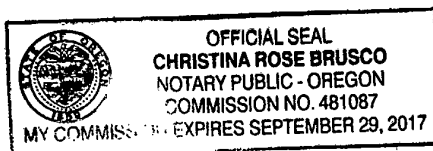


EXHIBIT A

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

A tract of land located in the J.G. Swafford Patent No. 613 (unrecorded) in the Southwest one-quarter of Section 4, Township 3 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Commencing at a 7/8 inch diameter iron rod at the Southwest corner of the L.D.C. Latourette DLC No. 39; thence along the South line thereof, North 89° 44' 18" East 2001.89 feet to a point, from which a 3/4 inch diameter iron pipe bears North 02° 11' 33" East, 0.80 feet; thence South 02° 11' 33" West, 830.37 feet to a 2" iron pipe on the centerline of Maple Lane (County Road No, 398, 60.00 feet wide) said 2" iron pipe being the Northwest corner of the vacated plat of "WESTOVER ACRES"; thence along the centerline of Maple Lane South 47° 53' 16" West, 516.65 feet; thence leaving said centerline North 02° 11' 33" East 41.92 feet to a 5/8 inch diameter iron rod with a yellow plastic cap stamped "Compass Corp." on the Northwestern right of way line of Maple Lane and the true point of beginning of the tract of land to be described; thence from the point of beginning North 02° 11' 33" East 158.08 feet to a 5/8 inch diameter iron rod with a yellow plastic cap stamped "Compass Corp."; thence parallel with the Northwestern right of way of Maple Lane South 47° 53' 16" West, 100.00 feet to a 5/8 inch diameter iron rod with a yellow plastic cap stamped "Compass Corp."; thence South 02° 11' 33" West, 158.08 feet to a 5/8 inch diameter iron rod with a yellow plastic cap stamped "Compass Corp." on the Northwestern right of way line of Maple Lane; thence Northeasterly along said right-of-way line to the true point of beginning.

NOTE: This legal description was created prior to January 1, 2008.



**First American
Title Company of Oregon**

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 7/21/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : 14289 Maplelane Ct Oregon City 97045
Mail Address : 1300 John Adams St #100 Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04C 00702
Parcel Number : 01689676
T: 03S R: 02E S: 04 Q: SW QQ:
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : 223.02 Block: 3
Neighborhood : Oregon City Newer
School District : 062
Subdivision/Plat : Many Oaks
Improvement Type : *unknown Improvement Code*
Land Use : 100 Vacant,Residential Land
Legal : 1996-7 PARTITION PLAT PARCEL 3
:
:

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$58,509
Mkt Structure :
Mkt Total : \$58,509
% Improved :
M50AssdValue : \$36,409
Levy Code : 062064
14-15 Taxes : \$661.91
Millage Rate : 18.1800
Zoning :
Exempt Amount :
Exempt Type :

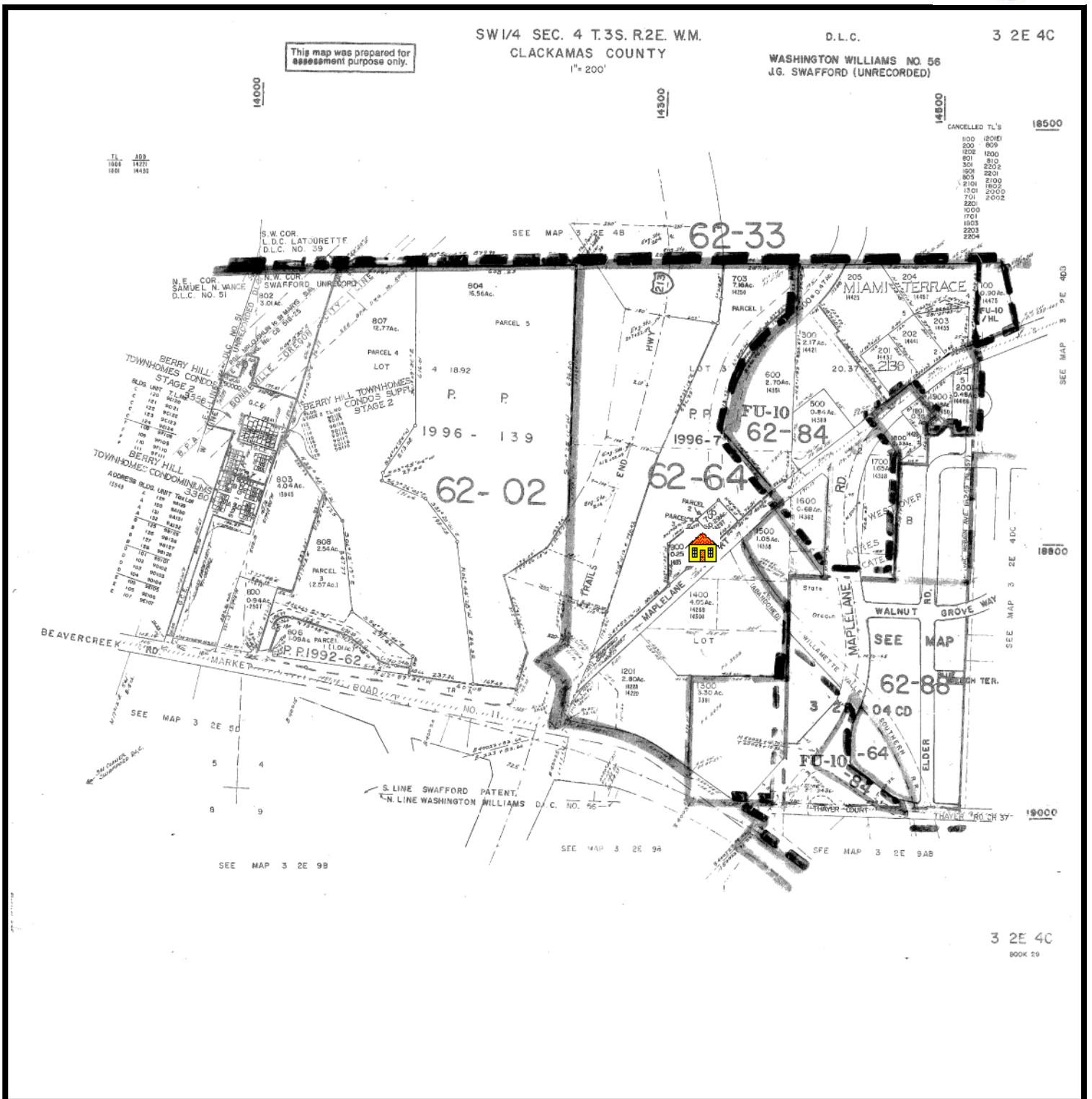
PROPERTY CHARACTERISTICS

Bedrooms :	Building Living SF :	BldgTotSqFt :
Bathrooms :	1st Floor SF :	Lot Acres : .24
Full Baths :	Upper Finished SF :	Lot SqFt : 10,535
Half Baths :	Finished SF :	Garage SF :
Fireplace :	Above Ground SF :	Year Built :
Heat Type :	Upper Total SF :	Foundation :
Floor Cover :	UnFinUpperStorySF :	Roof Type :
Stories :	Basement Fin SF :	Roof Shape :
Int Finish :	Basement Unfin SF :	
Ext Finsh :	Basement Total SF :	

TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:12/21/2012	012-084284	:\$80,000	:Warranty	:	:
:Rasch Thomas R	:09/10/1997	0097-69930	:\$33,500	:Warranty	:\$22,800	:Seller
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

Reference Parcel #: 32E04C 00702



First American
Title Company of Oregon

Customer Service Department
 121 SW Morrison Street Suite 300 Portland, OR 97204
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 Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY



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Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY



After recording return to:
Historic Properties, LLC
c/o Dan Fowler, 1300 John Adams St
Ste 100
Oregon City, OR 97045

Until a change is requested all tax
statements shall be sent to the
following address:
Historic Properties, LLC
c/o Dan Fowler, 1300 John Adams St
Ste 100
Oregon City, OR 97045

File No.: 7072-1989553 (se)
Date: November 19, 2012

Clackamas County Official Records
Sherry Hall, County Clerk

2012-084284

12/21/2012 10:47:08 AM

D-D Cnt=1 Stn=6 KARLYNWUN
\$10.00 \$16.00 \$10.00 \$17.00

\$53.00

STATUTORY WARRANTY DEED

Thomas R. Rasch, Grantor, conveys and warrants to **Historic Properties, LLC**, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

PARCEL 3, PARTITION PLAT NO. 1996-7, IN THE COUNTY OF CLACKAMAS AND STATE OF OREGON.

Subject to:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **\$80,000.00**. (Here comply with requirements of ORS 93.030)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

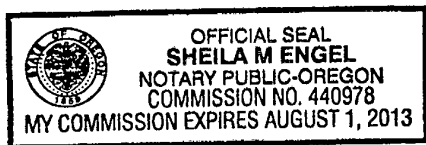
Dated this 3rd day of December, 20 12.



Thomas R. Rasch

STATE OF Oregon)
)ss.
County of Clackamas)

This instrument was acknowledged before me on this 3rd day of December, 20 12
by **Thomas R. Rasch**.





Notary Public for Oregon
My commission expires: 8/1/13



**First American
Title Company of Oregon**

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 7/21/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : 14297 Maplelane Ct Oregon City 97045
Mail Address : 1300 John Adams St #100 Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04C 00700
Parcel Number : 00842262
T: 03S R: 02E S: 04 Q: SW QQ:
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : 223.02 Block: 3
Neighborhood : Oregon City Newer
School District : 062
Subdivision/Plat : Partition 1996-7
Improvement Type : 132 Sgl Family,R1-3,1-Story (Basement)
Land Use : 101 Res,Residential Land,Improved
Legal : 1996-7 PARTITION PLAT PARCEL 2
:
:

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$74,310
Mkt Structure : \$107,940
Mkt Total : \$182,250
% Improved : 59
M50AssdValue : \$151,481
Levy Code : 062064
14-15 Taxes : \$2,753.93
Millage Rate : 18.1800
Zoning :
Exempt Amount :
Exempt Type :

PROPERTY CHARACTERISTICS

Bedrooms	: 2	Building Living SF	: 2,144	BldgTotSqFt	: 1,552
Bathrooms	: 1.00	1st Floor SF	: 1,072	Lot Acres	: .29
Full Baths	: 1	Upper Finished SF	:	Lot SqFt	: 12,444
Half Baths	:	Finished SF	: 1,552	Garage SF	: 294
Fireplace	: Stacked	Above Ground SF	: 1,072	Year Built	: 1960
Heat Type	: Elec Baseboard	Upper Total SF	:	Foundation	: Concrete
Floor Cover	: Hardwd	UnFinUpperStorySF	:	Roof Type	: Composition
Stories	: 1 Story-Bsmt	Basement Fin SF	: 480	Roof Shape	: Gable
Int Finish	: Drywall	Basement Unfin SF	: 592		
Ext Finsh	: Bevel Siding	Basement Total SF	: 1,072		

TRANSFER INFORMATION

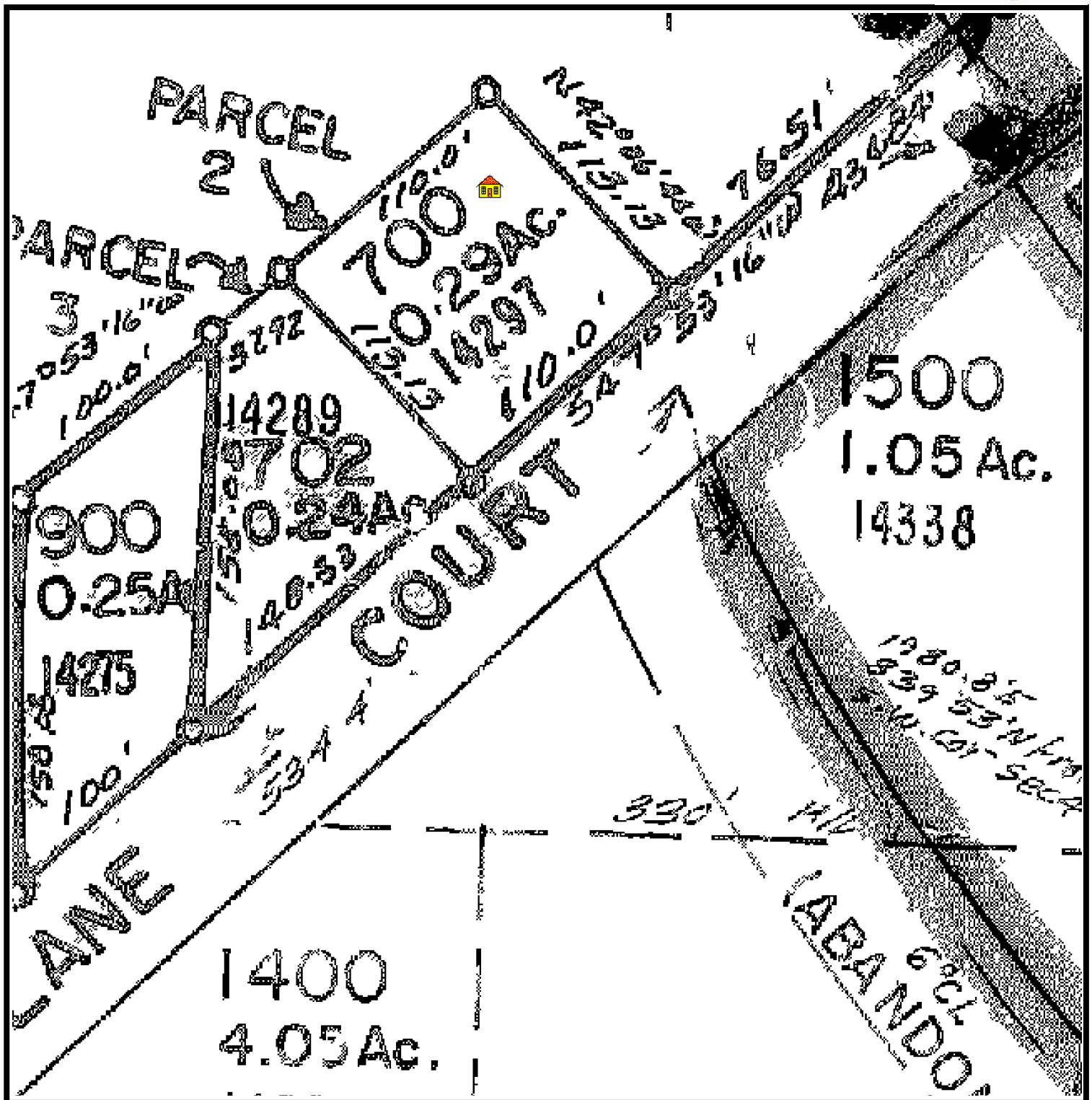
Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:10/31/2014	014-056424	:\$350,000	:Warranty	:\$300,000	:Aitd
:Cameron Jordan S	:01/31/2008	008-007048	:\$245,000	:Warranty	:\$232,750	:Conven
:Walker Curtis D	:03/01/1996	0096-25445	:\$122,000	:Warranty	:	:
:CI7 Development Inc	:07/28/1995	0095-43857	:	:Bargain &	:	:
:CI7 Development Inc	:07/01/1995	0095-43858	:	:Grant De	:	:
:Twenge Jeffrey D	:04/01/1995	0095-28755	:\$91,400	:	:	:

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.



Customer Service Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com

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THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY



After recording return to:
Historic Properties, LLC
1300 John Adams Street, Suite 100
Oregon City, OR 97045

Until a change is requested all tax
statements shall be sent to the
following address:
Historic Properties, LLC
1300 John Adams Street, Suite 100
Oregon City, OR 97045

File No.: 7072-2332455 (DJC)
Date: October 10, 2014

Clackamas County Official Records
Sherry Hall, County Clerk

2014-056424

10/31/2014 02:10:01 PM

D-D Cnt=1 Stn=2 LESLIE
\$10.00 \$16.00 \$10.00 \$22.00

\$58.00

STATUTORY WARRANTY DEED

Jordan S. Cameron, Grantor, conveys and warrants to **Historic Properties, LLC, an Oregon limited liability company**, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

PARCEL 2, PARTITION PLAT NO. 1996-7, IN THE CITY OF OREGON CITY, CLACKAMAS COUNTY, OREGON.

Subject to:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **\$350,000.00, paid by an accomodator pursuant to an IRC 1031 Exchange.** (Here comply with requirements of ORS 93.030)

2. Deed of Trust and the terms and conditions thereof.

Grantor/Trustor: **Jordon S. Cameron**, a married man, also known as **Jordan S. Cameron**

Grantee/Beneficiary: **Mortgage Electronic Registration Systems, Inc., MERS** solely as a nominee for **Quicken Loans Inc., its successors and assigns**

Trustee: **Pacific Northwest Company of Oregon, Inc.**

Amount: **\$207,725.00**


Recorded: **December 12, 2012**

Recording Information: **Fee No. 2012 081753**

FIRST AMERICAN - 23324555

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

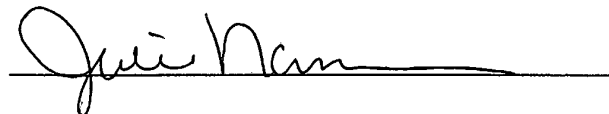
Dated this 30 day of October, 2014.


Jordan S. Cameron



STATE OF Oregon)
County of Josephine) ss.

This instrument was acknowledged before me on this 30 day of Oct, 2014
by **Jordan S. Cameron.**



Notary Public for Oregon

My commission expires: Aug 12, 17



First American
Title Company of Oregon

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 7/21/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : 14338 Maple Lane Rd Oregon City 97045
Mail Address : 606 15th St Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04C 01500
Parcel Number : 00842379
T: 03S R: 02E S: 04 Q: SW QQ:
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : 223.02 Block: 3
Neighborhood : Oregon City Newer
School District : 062
Subdivision/Plat : Westover Acres
Improvement Type : 141 Sgl Family,R1-4,1-Story
Land Use : 101 Res,Residential Land,Improved
Legal : SECTION 04 TOWNSHIP 3S RANGE 2E
: QUARTER C TAX LOT 01500
:

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$148,884
Mkt Structure : \$191,340
Mkt Total : \$340,224
% Improved : 56
M50AssdValue : \$248,135
Levy Code : 062088
14-15 Taxes : \$4,511.10
Millage Rate : 18.1800
Zoning :
Exempt Amount :
Exempt Type :

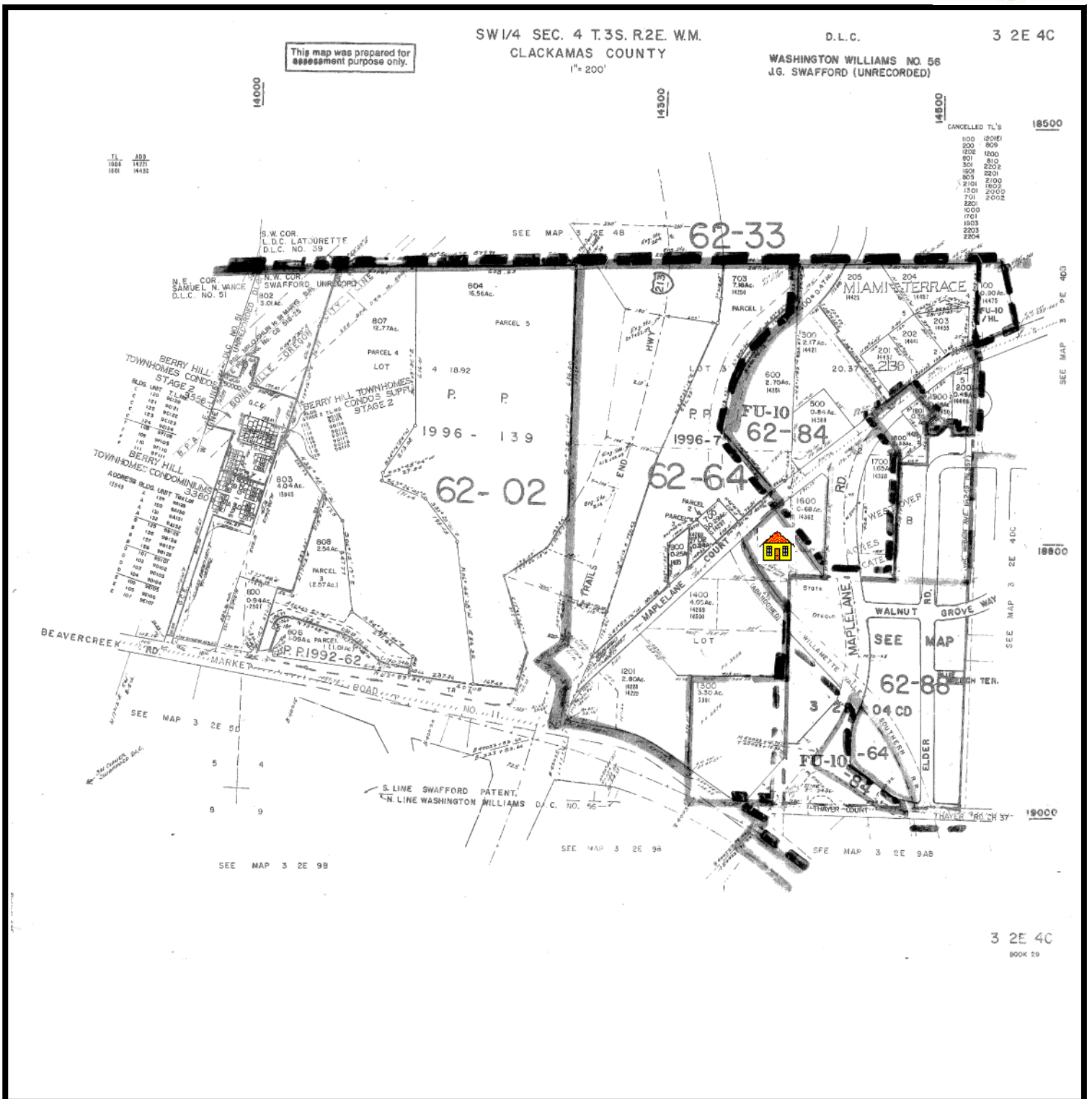
PROPERTY CHARACTERISTICS

Bedrooms	: 3	Building Living SF	: 1,869	BldgTotSqFt	: 1,869
Bathrooms	: 2.50	1st Floor SF	: 1,869	Lot Acres	: 1.02
Full Baths	: 2	Upper Finished SF	:	Lot SqFt	: 44,315
Half Baths	: 1	Finished SF	: 1,869	Garage SF	: 940
Fireplace	: Single Fireplace	Above Ground SF	: 1,869	Year Built	: 1963
Heat Type	: Elec Baseboard	Upper Total SF	:	Foundation	: Concrete
Floor Cover	: Carpet	UnFinUpperStorySF	:	Roof Type	: Composition
Stories	: 1	Basement Fin SF	:	Roof Shape	: Hip
Int Finish	:	Basement Unfin SF	:		
Ext Finsh	: Rustic	Basement Total SF	:		

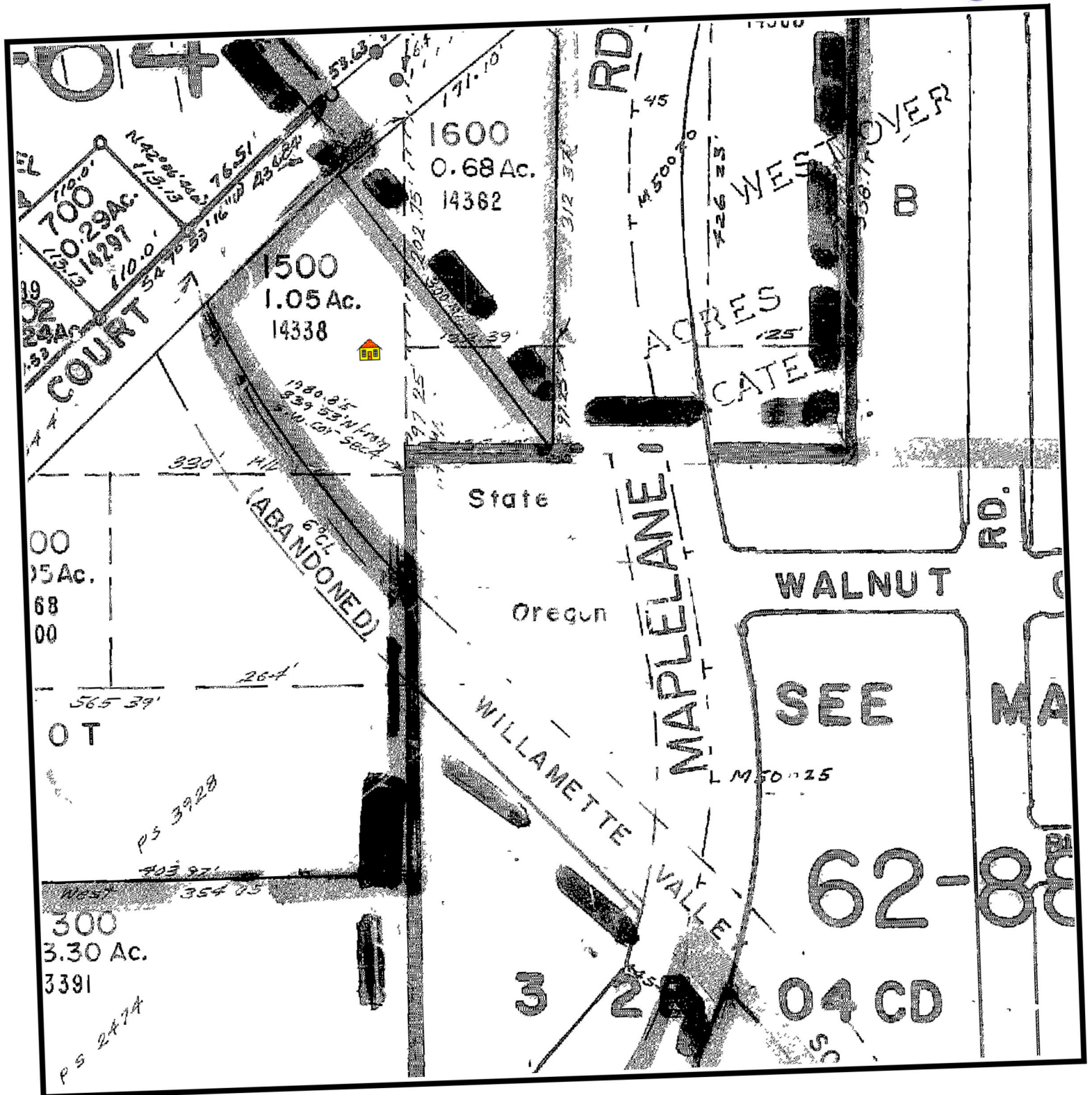
TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:09/05/2007	07-076917	:\$650,000	:	:	:
:St Claire Leonard/Jo Ellen	:12/27/1993	0093-97758	:\$134,900	:Warranty	:\$15,500	:Private
:Stclair Leonard & Jo Ellen	:12/01/1993	0093-97758	:\$134,900	:Warranty	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

Reference Parcel #: 32E04C 01500



Reference Parcel #: 32E04C 01500



First American
Title Company of Oregon

Customer Service Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY

150

Recorded By TICOR TITLE

C905066

STATUTORY WARRANTY DEED

Grantor: Leonard St. Claire

Grantee: Historic Properties LLC

Until a change is requested, all tax statements shall be sent to the following address:

Historic Properties LLC
606 15TH Street
Oregon City OR 97045

After Recording return to:

Historic Properties LLC
606 15TH Street
Oregon City OR 97045

Escrow No. 905066 DIA
Title No. 905066

THIS SPACE RESERVED FOR RECORDER'S USE

Clackamas County Official Records
Sherry Hall, County Clerk

2007-076917



\$31.00

01141493200700769170010012 09/06/2007 10:27:56 AM

D-D Cnt=1 Stn=6 KARLYNWUN
\$5.00 \$16.00 \$10.00

LEONARD ST. CLAIRE and JO ELLEN ST. CLAIRE, Grantor, conveys and warrants to HISTORIC PROPERTIES, LLC, AN OREGON LIMITED LIABILITY COMPANY, Grantee, the following described real property free of encumbrances except as specifically set forth herein situated in **Clackamas** County, Oregon, to wit:

Part of the J. G. Swafford Donation Land Claim in Section 4, Township 3 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, including a part of Lots 1 and 6 in Block "B" of Westover Acres, now vacated, and more particularly described as follows:

Beginning at a point which is 659.34 feet West and 822.88 feet, more or less, North of the quarter section corner on the South line of said Section 4, and which point is the Southwest corner of said Lot 6 in Block "B", Westover Acres, vacated; thence East along the South line of said Lot 6, a distance of 132.38 feet to a point; thence Northwesterly 300 feet, more or less, to a point in the Southeasterly boundary of the County Road (Maple Lane) which is 75 feet Southwesterly from the Northwest corner of said Lot 1, West Over Acres, vacated; thence Southwesterly along the Southeasterly boundary of said County Road to the Easterly right of way line of the Willamette Valley Southern Railway Company; thence Southeasterly along said Easterly right of way line to a point due South of the point of beginning; thence North to the place of beginning.

The said property is free from encumbrances except: COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, SET BACK LINES, POWERS OF SPECIAL DISTRICTS, AND EASEMENTS OF RECORD, IF ANY.
2007/2008 taxes a lien due but not yet payable.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. 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 APPROVED USES, 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 197.352.

The true consideration for this conveyance is **\$650,000.00**. (Here comply with the requirements of ORS 93.030).

Dated this 5 day of Sept, 2007.

Leonard St. Claire
Leonard St. Claire

Jo Ellen St. Claire
Jo Ellen St. Claire

State: OR
County: Clackamas

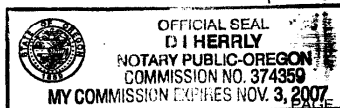
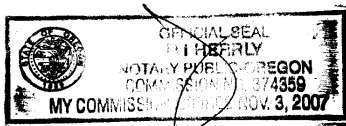
The foregoing instrument was acknowledged before me this 5 day of Sept, 2007 by:

Leonard St. Claire and Jo Ellen St. Claire

[Signature]
Notary Public

My Commission Expires: _____

DI HERRLY



TICOR TITLE INSURANCE COMPANY
STATUTORY WARRANTY DEED (CL04)



**First American
Title Company of Oregon**

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 7/21/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : 14362 Maple Lane Rd Oregon City 97045
Mail Address : 1300 John Adams St #100 Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04C 01600
Parcel Number : 00842388
T: 03S R: 02E S: 04 Q: SW QQ:
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : 223.02 Block: 3
Neighborhood : Oregon City Newer
School District : 062
Subdivision/Plat : Westover Acres
Improvement Type : 121 Sgl Family,R1-2,1-Story
Land Use : 101 Res,Residential Land,Improved
Legal : SECTION 04 TOWNSHIP 3S RANGE 2E
: QUARTER C TAX LOT 01600
:

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$126,001
Mkt Structure : \$42,860
Mkt Total : \$168,861
% Improved : 25
M50AssdValue : \$114,139
Levy Code : 062088
14-15 Taxes : \$2,075.05
Millage Rate : 18.1800
Zoning :
Exempt Amount :
Exempt Type :

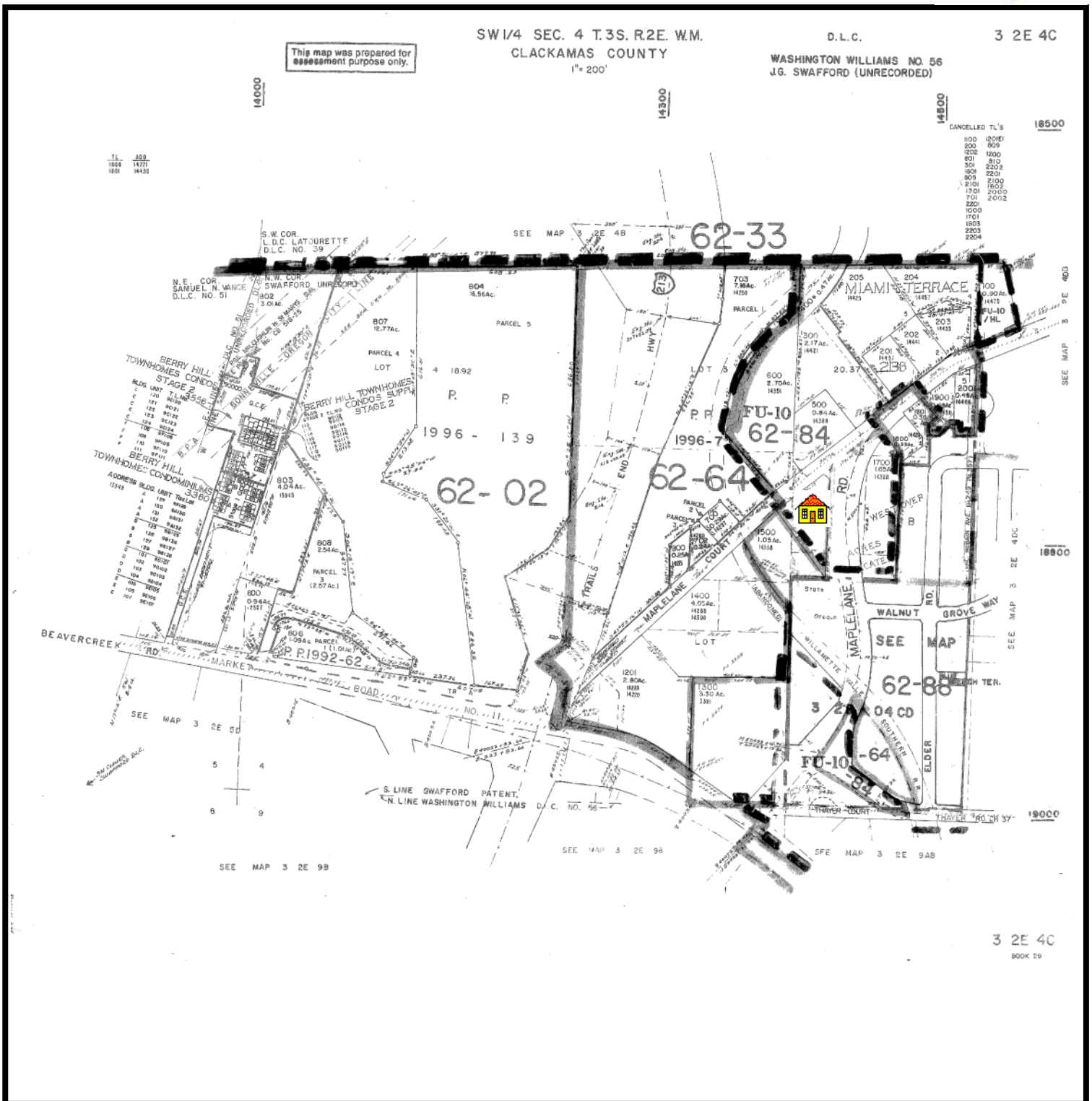
PROPERTY CHARACTERISTICS

Bedrooms	: 1	Building Living SF	: 886	BldgTotSqFt	: 886
Bathrooms	: 1.00	1st Floor SF	: 886	Lot Acres	: .90
Full Baths	: 1	Upper Finished SF	:	Lot SqFt	: 38,985
Half Baths	:	Finished SF	: 886	Garage SF	:
Fireplace	:	Above Ground SF	: 886	Year Built	: 1943
Heat Type	: Elec Wall Unit	Upper Total SF	:	Foundation	: Concrete
Floor Cover	: Fir	UnFinUpperStorySF	:	Roof Type	: Composition
Stories	: 1	Basement Fin SF	:	Roof Shape	: Gable
Int Finish	: Drywall	Basement Unfin SF	:		
Ext Finsh	: Avg Plywood	Basement Total SF	:		

TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:09/16/2013	013-065534	:\$410,000	:Warranty	:	:
:Bowles Gary R	:	0078-21128	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
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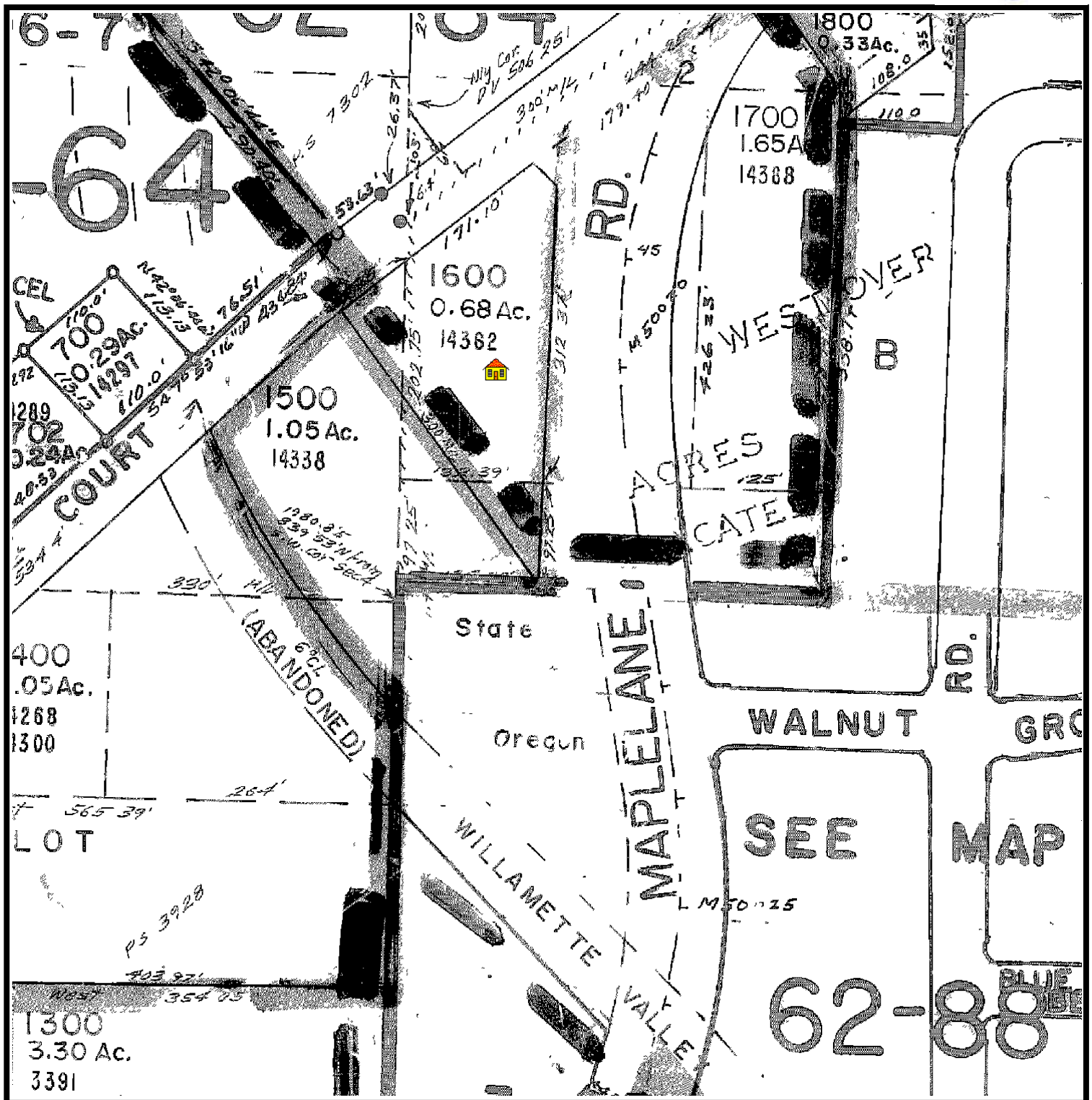
Reference Parcel #: 32E04C 01600



First American
Title Company of Oregon

Customer Service Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY



Customer Service Department
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THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY

FATCO NO. 2026343-SS



After recording return to:
Historic Properties LLC
1300 John Adams Street, Suite 100
Oregon City, OR 97045

Until a change is requested all tax
statements shall be sent to the
following address:
Historic Properties LLC
1300 John Adams Street, Suite 100
Oregon City, OR 97045

File No.: 7072-2026343 (DJC)
Date: September 05, 2013

THIS SPACE RESERVED FOR RECORDER'S USE

Clackamas County Official Records
Sherry Hall, County Clerk

2013-065534

09/16/2013 02:17:10 PM

D-D Cnt=1 Stn=1 KARLYN
\$15.00 \$16.00 \$10.00 \$17.00

\$58.00

STATUTORY WARRANTY DEED

Gary R. Bowles, Grantor, conveys and warrants to **Historic Properties LLC**, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

Subject to:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.
2. The **2013/2014** Taxes, a lien not yet payable.

The true consideration for this conveyance is **\$410,000.00**. (Here comply with requirements of ORS 93.030)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

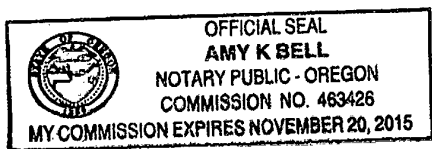
Dated this 12th day of September, 2013.

Gary R. Bowles
Gary R. Bowles

STATE OF Oregon)
)ss.
County of Clackamas)

This instrument was acknowledged before me on this 12th day of September, 2013
by **Gary R. Bowles**.

Amy K. Bell



Notary Public for Oregon
My commission expires: NTV. 20. 2015

EXHIBIT A

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

A TRACT OF LAND IN THE J.G. SWAFFORD DONATION LAND CLAIM IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST, OF THE WILLAMETTE MERIDIAN, IN THE COUNTY OF CLACKAMAS AND STATE OF OREGON, INCLUDING A PART OF LOTS 1 AND 6, IN BLOCK "B" OF WESTOVER ACRES, A VACATED PLAT, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS 659.34 FEET WEST AND 822.88 FEET, MORE OR LESS, NORTH OF THE ONE-QUARTER SECTION ON THE SOUTH LINE OF SAID SECTION 4, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 6, BLOCK "B", WESTOVER ACRES, VACATED; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 6, A DISTANCE OF 132.58 FEET TO A POINT ON THE WEST LINE OF THAT TRACT CONVEYED TO IRWIN WRESE, ET UX, BY DEED RECORDED FEBRUARY 9, 1967 IN BOOK 685, PAGE 584, CLACKAMAS COUNTY DEED RECORDS AND THE TRUE POINT OF BEGINNING; THENCE NORTH ALONG SAID WEST LINE, 312.37 FEET TO A POINT ON THE SOUTHEASTERLY LINE OF MAPLE LANE; THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY ROAD LINE, 246.10 FEET TO THE MOST NORTHERLY CORNER OF THAT TRACT CONVEYED TO JOSEPH W. WOOLEY, ET UX, BY DEED RECORDED SEPTEMBER 30, 1969 AS FEE NO. 69-20556, CLACKAMAS COUNTY RECORDS; THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF SAID WOOLEY TRACT, 300 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

EXCEPT THAT PORTION CONVEYED TO THE STATE OF OREGON BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION BY DEED RECORDED JUNE 8, 1981 AS FEE NO. 81-19692.

NOTE: This legal description was created prior to January 1, 2008.



**First American
Title Company of Oregon**

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 7/21/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : 14375 Maple Lane Rd Oregon City 97045
Mail Address : 606 15th St Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04CD03300
Parcel Number : 00842501
T: 03S R: 02E S: 04 Q: SW QQ: SE
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : 223.02 Block: 3
Neighborhood : Oregon City Newer
School District : 062
Subdivision/Plat : Westover Acres
Improvement Type : 141 Sgl Family,R1-4,1-Story
Land Use : 100 Vacant,Residential Land
Legal : TOWNSHIP 3S RANGE 2E SECTION 04
: QUARTER CD TAX LOT 03300
:

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$153,565
Mkt Structure :
Mkt Total : \$153,565
% Improved :
M50AssdValue : \$142,734
Levy Code : 062088
14-15 Taxes : \$2,562.59
Millage Rate : 18.1800
Zoning :
Exempt Amount :
Exempt Type :

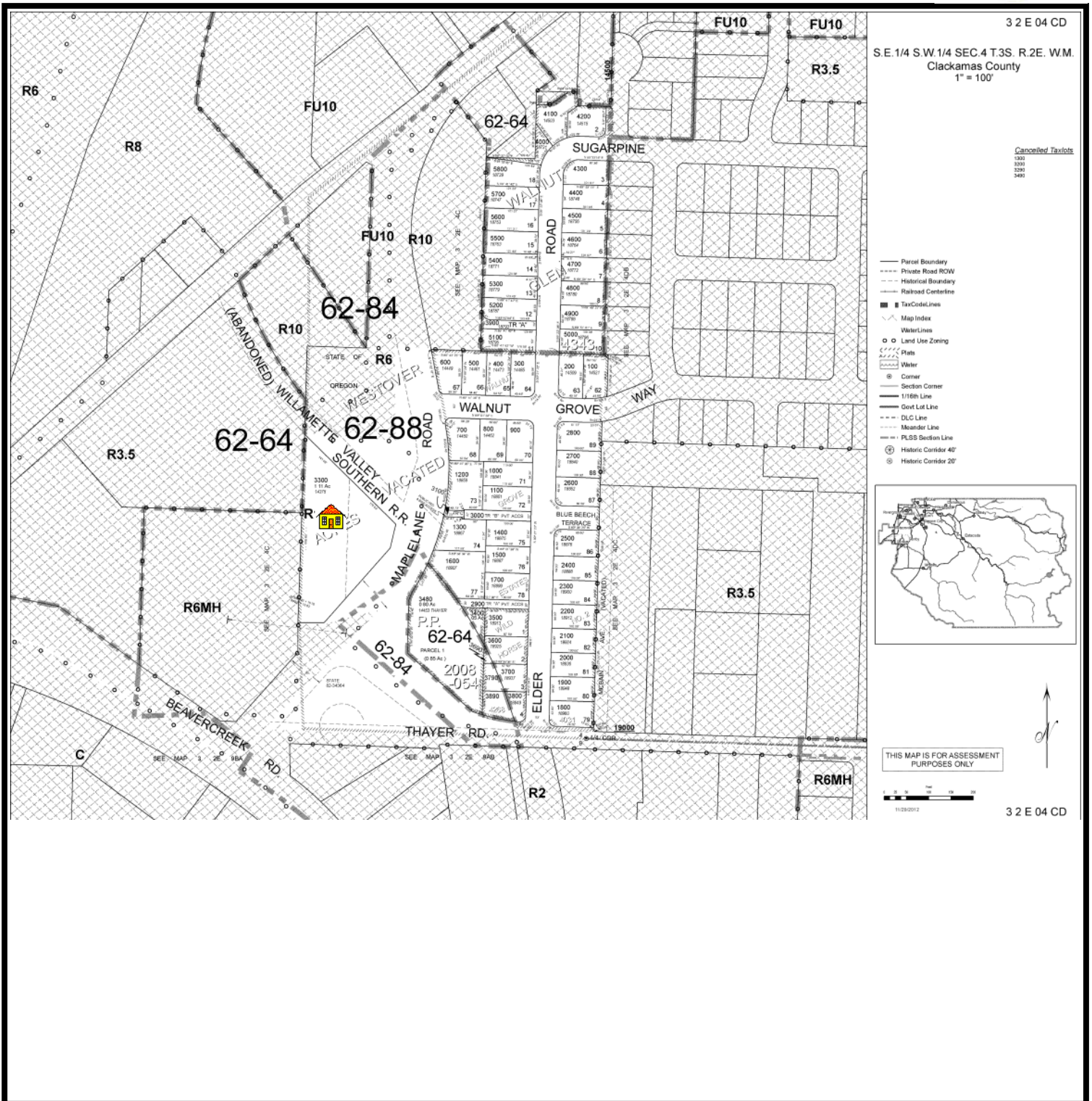
PROPERTY CHARACTERISTICS

Bedrooms :	Building Living SF :	BldgTotSqFt :
Bathrooms :	1st Floor SF : 1,224	Lot Acres : 1.24
Full Baths :	Upper Finished SF : 936	Lot SqFt : 53,974
Half Baths :	Finished SF : 2,160	Garage SF : 552
Fireplace : Single Fireplace	Above Ground SF : 2,160	Year Built : 1978
Heat Type : Forced Air-Elec	Upper Total SF : 936	Foundation : Concrete
Floor Cover : Carpet	UnFinUpperStorySF :	Roof Type : Wood Shake Med
Stories : 1	Basement Fin SF :	Roof Shape : Gable
Int Finish : Drywall	Basement Unfin SF :	
Ext Finsh : Bevel Siding	Basement Total SF :	

TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:01/04/2011	011-000600	:\$570,000	:Warranty	:	:
:Younger Letha A	:10/28/2004	004-099534	:\$300,000	:Warranty	:	:
:	:	:	:	:	:	:
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:	:	:	:	:	:	:

Reference Parcel #: 32E04CD03300

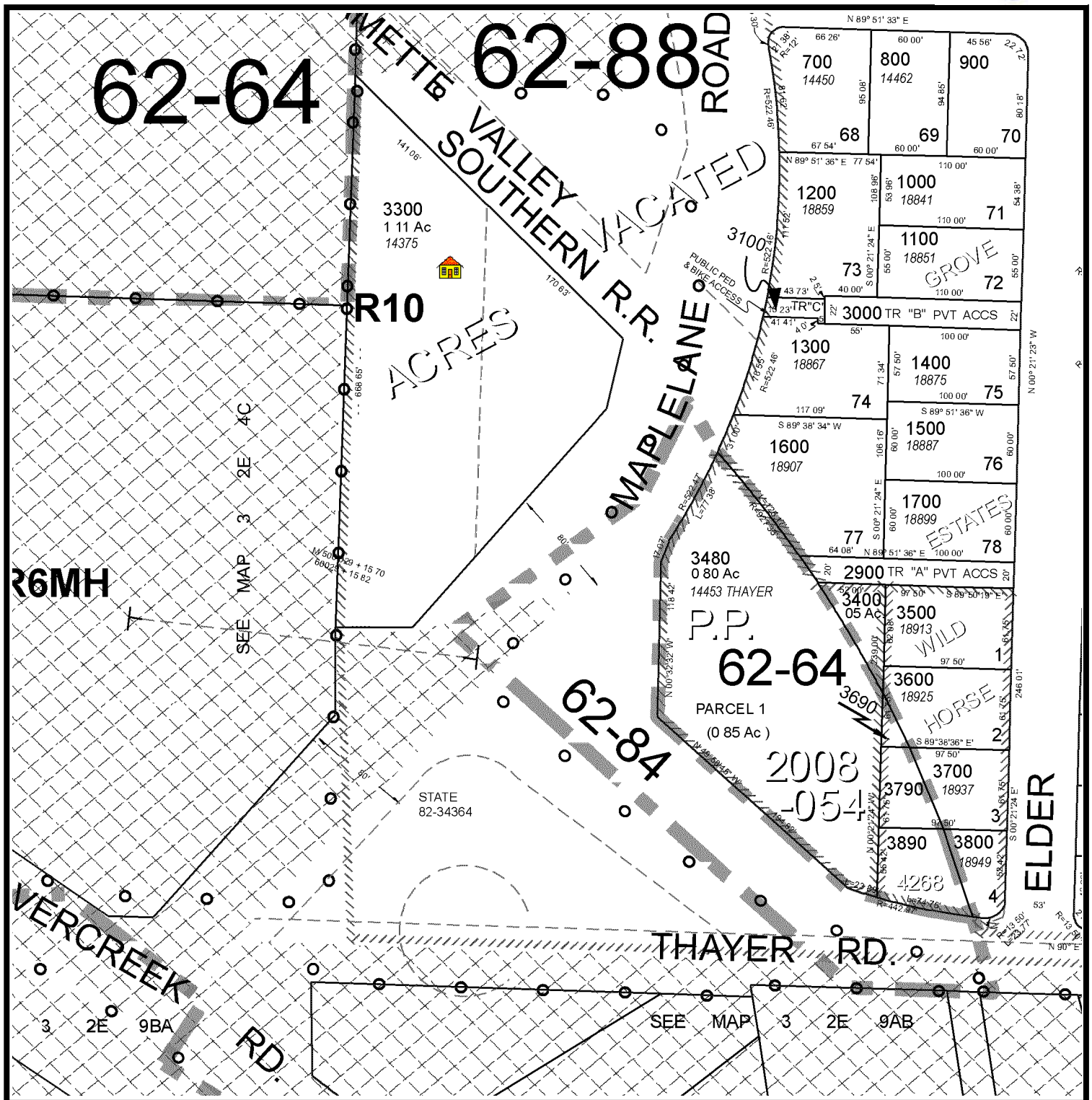


First American
Title Company of Oregon

Customer Service Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com

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Reference Parcel #: 32E04CD03300



First American
Title Company of Oregon

Customer Service Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com

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150

Recorded By TICOR TITLE

C905066

STATUTORY WARRANTY DEED

Grantor: Leonard St. Claire

Grantee: Historic Properties LLC

Until a change is requested, all tax statements shall be sent to the following address:

Historic Properties LLC
606 15TH Street
Oregon City OR 97045

After Recording return to:

Historic Properties LLC
606 15TH Street
Oregon City OR 97045

Escrow No. 905066 DIA
Title No. 905066

THIS SPACE RESERVED FOR RECORDER'S USE

Clackamas County Official Records
Sherry Hall, County Clerk

2007-076917



\$31.00

01141493200700769170010012 09/06/2007 10:27:56 AM

D-D Cnt=1 Stn=6 KARLYNWUN
\$5.00 \$16.00 \$10.00

LEONARD ST. CLAIRE and JO ELLEN ST. CLAIRE, Grantor, conveys and warrants to HISTORIC PROPERTIES, LLC, AN OREGON LIMITED LIABILITY COMPANY, Grantee, the following described real property free of encumbrances except as specifically set forth herein situated in Clackamas County, Oregon, to wit:

Part of the J. G. Swafford Donation Land Claim in Section 4, Township 3 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, including a part of Lots 1 and 6 in Block "B" of Westover Acres, now vacated, and more particularly described as follows:

Beginning at a point which is 659.34 feet West and 822.88 feet, more or less, North of the quarter section corner on the South line of said Section 4, and which point is the Southwest corner of said Lot 6 in Block "B", Westover Acres, vacated; thence East along the South line of said Lot 6, a distance of 132.38 feet to a point; thence Northwesterly 300 feet, more or less, to a point in the Southeasterly boundary of the County Road (Maple Lane) which is 75 feet Southwesterly from the Northwest corner of said Lot 1, West Over Acres, vacated; thence Southwesterly along the Southeasterly boundary of said County Road to the Easterly right of way line of the Willamette Valley Southern Railway Company; thence Southeasterly along said Easterly right of way line to a point due South of the point of beginning; thence North to the place of beginning.

The said property is free from encumbrances except: COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, SET BACK LINES, POWERS OF SPECIAL DISTRICTS, AND EASEMENTS OF RECORD, IF ANY.
2007/2008 taxes a lien due but not yet payable.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. 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 APPROVED USES, 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 197.352.

The true consideration for this conveyance is \$650,000.00. (Here comply with the requirements of ORS 93.030).

Dated this 5 day of Sept, 2007.

Leonard St. Claire
Leonard St. Claire

Jo Ellen St. Claire
Jo Ellen St. Claire

State: OR
County: Clackamas

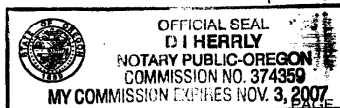
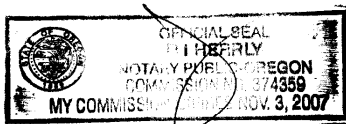
The foregoing instrument was acknowledged before me this 5 day of Sept, 2007 by:

Leonard St. Claire and Jo Ellen St. Claire

[Signature]
Notary Public

My Commission Expires:

DI HERRLY



TICOR TITLE INSURANCE COMPANY
STATUTORY WARRANTY DEED (CL04)



First American
Title Company of Oregon

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 7/21/2015

OWNERSHIP INFORMATION

Owner : **Historic Properties LLC**
Co Owner :
Site Address : *no Site Address*
Mail Address : 914 Madison St Oregon City Or 97045
Taxpayer : Historic Properties LLC

Ref Parcel Number : 32E04CD06000
Parcel Number : 05026488
T: 03S R: 02E S: 04 Q: QQ:
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : Block:
Neighborhood :
School District :
Subdivision/Plat :
Improvement Type : *unknown Improvement Code*
Land Use : *unknown Use Code*
Legal : SECTION 04 TOWNSHIP 3S RANGE 2E
: QUARTER CD TAX LOT 6000
:

ASSESSMENT AND TAX INFORMATION

Mkt Land :
Mkt Structure :
Mkt Total :
% Improved :
M50AssdValue :
Levy Code :
14-15 Taxes :
Millage Rate :
Zoning :
Exempt Amount :
Exempt Type :

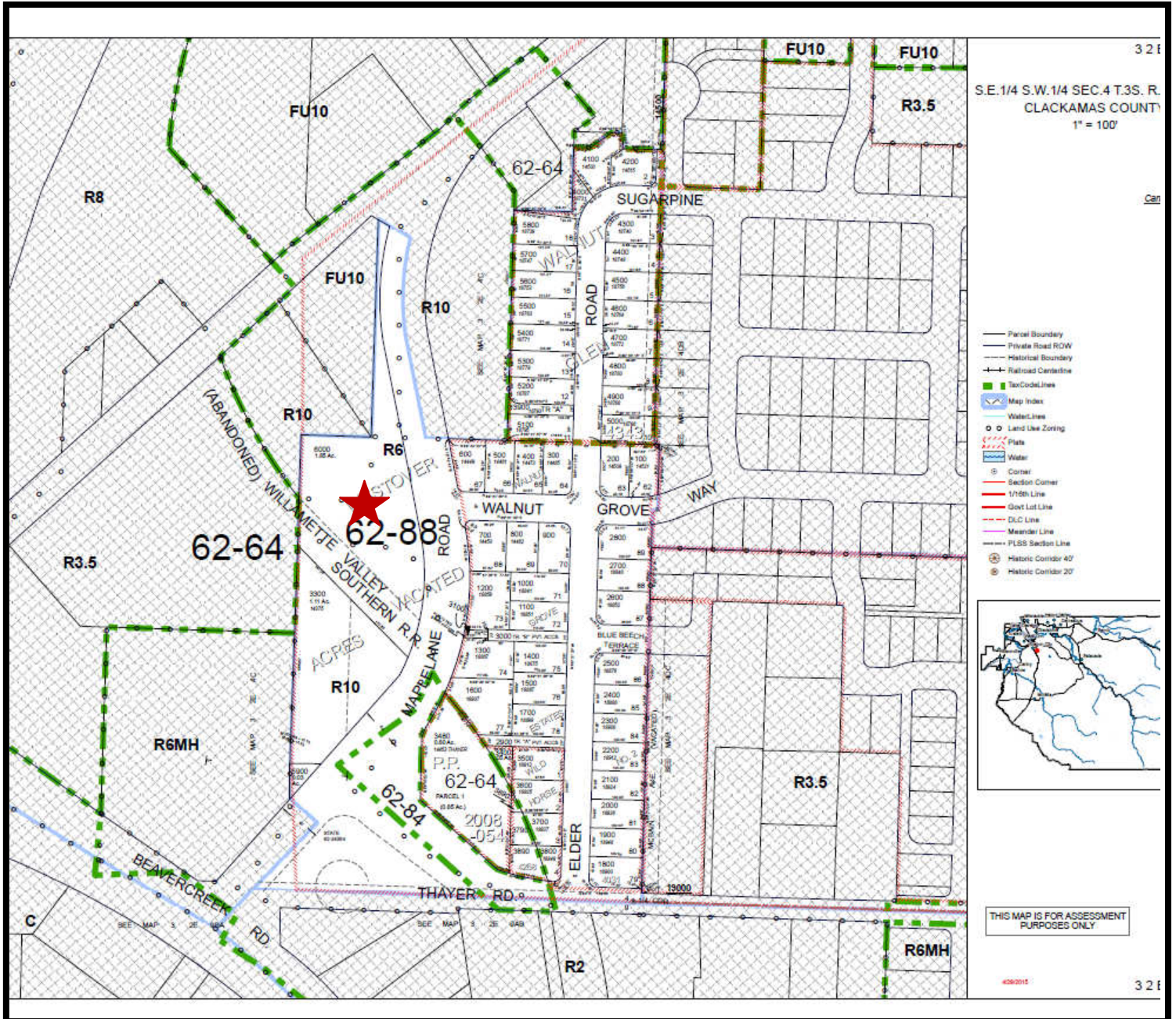
PROPERTY CHARACTERISTICS

Bedrooms :	Building Living SF :	BldgTotSqFt :
Bathrooms :	1st Floor SF :	Lot Acres :
Full Baths :	Upper Finished SF :	Lot SqFt :
Half Baths :	Finished SF :	Garage SF :
Fireplace :	Above Ground SF :	Year Built :
Heat Type :	Upper Total SF :	Foundation :
Floor Cover :	UnFinUpperStorySF :	Roof Type :
Stories :	Basement Fin SF :	Roof Shape :
Int Finish :	Basement Unfin SF :	
Ext Finsh :	Basement Total SF :	

TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Historic Properties LLC	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:
:	:	:	:	:	:	:

Reference Parcel Number 32E04CD 06000

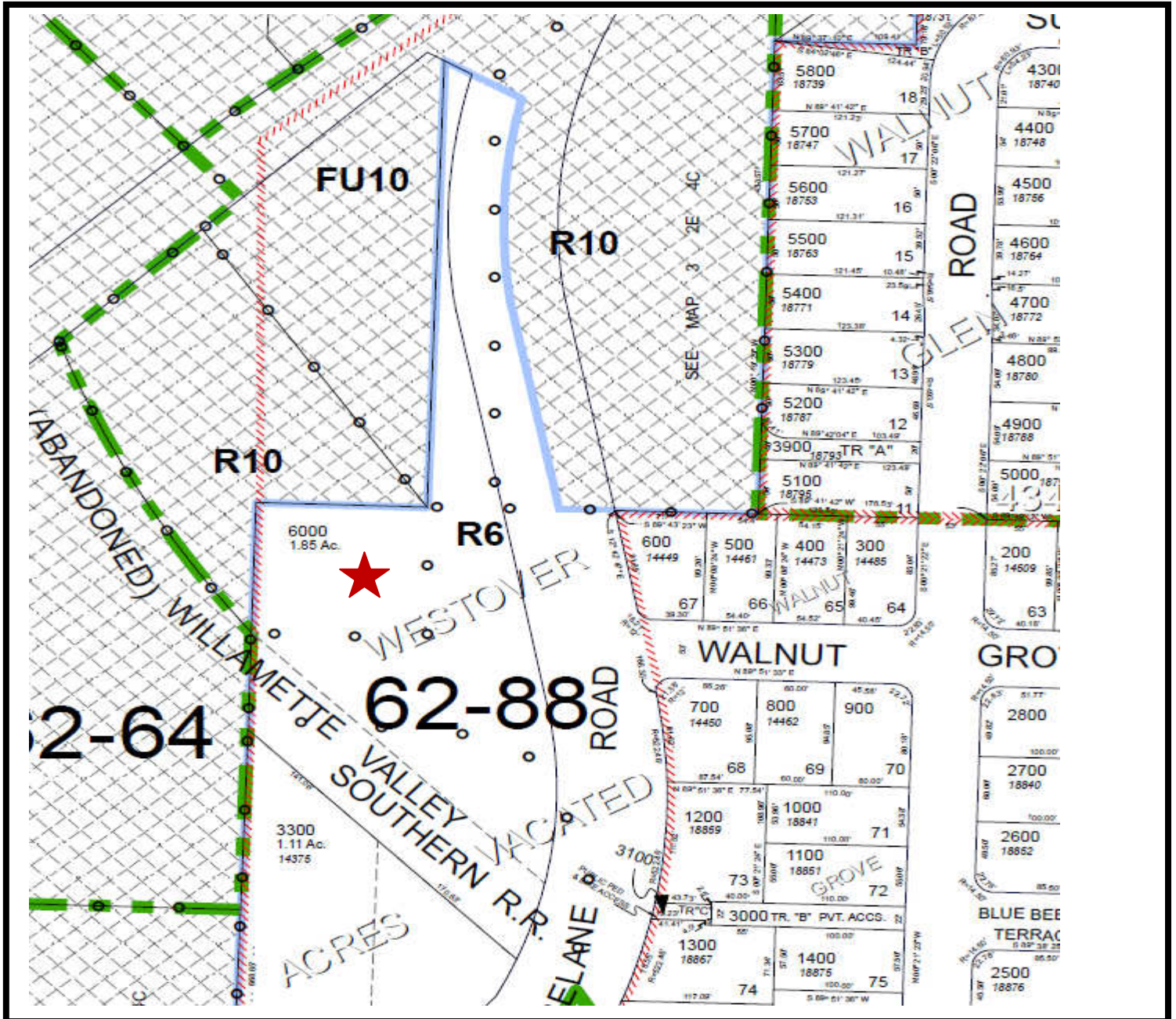


First American
Title Company of Oregon

Property Information Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: pid.portland@firstam.com

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Reference Parcel Number 32E04CD 06000



First American
Title Company of Oregon

Property Information Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: pid.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY



After recording return to:
Historic Properties, LLC
914 Madison
Oregon City, OR 97045

Until a change is requested all tax
statements shall be sent to:
Same as above

File No.: 7072-2345708 (DJC)
Date: November 14, 2014

THIS SPACE RESERVED FOR RECORDER'S USE

Clackamas County Official Records
Sherry Hall, County Clerk

2014-059930

11/20/2014 10:32:13 AM

D-D Cnt=1 Stn=8 CINDY
\$25.00 \$16.00 \$10.00 \$22.00

\$73.00

STATUTORY QUITCLAIM DEED

City of Oregon City, a municipal corporation of the State of Oregon, Grantor, releases and quitclaims to Historic Properties, LLC, an Oregon limited liability company, all rights and interest in and to the following described real property:

Except as set forth in Exhibit "B" attached hereto.

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

The true consideration for this conveyance is **\$302,500.00**. (Here comply with requirements of ORS 93.030)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

FIRST AMERICAN - 2345708-88



After recording return to:
Historic Properties, LLC
914 Madison
Oregon City, OR 97045

Until a change is requested all tax
statements shall be sent to:
Same as above

File No.: 7072-2345708 (DJC)
Date: November 14, 2014

THIS SPACE RESERVED FOR RECORDER'S USE

STATUTORY QUITCLAIM DEED

City of Oregon City, a municipal corporation of the State of Oregon, Grantor, releases and quitclaims to Historic Properties, LLC, an Oregon limited liability company , all rights and interest in and to the following described real property:

Except as set forth in Exhibit "B" attached hereto.

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

The true consideration for this conveyance is **\$302,500.00**. (Here comply with requirements of ORS 93.030)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

FIRST AMERICAN - 2345708 - 88

APN:

Statutory Quitclaim Deed
- continued

File No.: 7072-2345708 (DJC)
Date: 11/14/2014

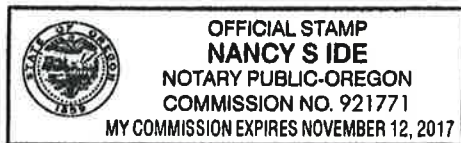
Dated this 17th day of November, 2014.

David W. Frasher
David W. Frasher, City Manager

John M. Lewis
John M. Lewis, Public Works Director

STATE OF Oregon)
County of Clackamas) ss.

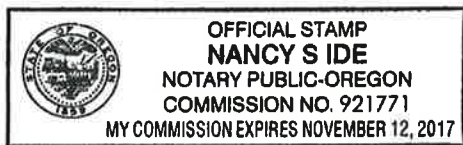
This instrument was acknowledged before me on this 17th day of November, 2014
by **John M. Lewis, Public Works director of the City of Oregon City on behalf of the corporation.**



Chancy S. Ide
Notary Public for Oregon
My commission expires: 11-12-2017

STATE OF Oregon)
County of Clackamas) ss.

This instrument was acknowledged before me on this 17th day of November, 2014
by **David W. Frasher as City Manager of the City of Oregon City on behalf of the corporation.**



Chancy S. Ide
Notary Public for Oregon
My commission expires: 11-12-2017

APN:

Statutory Quitclaim Deed
- continued

File No.: **7072-2345708 (DJC)**
Date: **11/14/2014**

EXHIBIT A

LEGAL DESCRIPTION: Real property in the County of Clackamas, State of Oregon, described as follows:

PARCEL 1

A PARCEL OF LAND LYING IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON AND BEING THOSE PROPERTIES DESIGNATED AS PARCEL 2 AND DESCRIBED IN THOSE WARRANTY DEEDS TO THE STATE OF OREGON, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, RECORDED DECEMBER 30, 1981 AS RECORDERS FEE NO. 82-3617, FILM RECORDS OF CLACKAMAS COUNTY.

PARCEL 2

A PARCEL OF LAND LYING IN SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON AND BEING THAT PROPERTY DESIGNATED AS PARCEL 2 AND DESCRIBED IN THAT WARRANTY DEED TO THE STATE OF OREGON, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, RECORDED DECEMBER 17, 1982 AS RECORDERS FEE NO. 82-34364.

After recording return to:

Oregon City Recorder
Oregon City Hall
P. O. Box 3040
Oregon City, OR 97045

First American Title Accommodation
Recording Assumes No Liability

DECLARATION OF COVENANT AND RESTRICTION

THIS DECLARATION OF COVENANT AND RESTRICTION (this "Declaration") is made this 14 day of November, 2014, by HISTORIC PROPERTIES, LLC, an Oregon limited liability company ("Declarant").

A. Declarant is the owner of that property legally described as follow (the "Property"):

Parcel 1 - A parcel of land lying in Section 4, Township 3 South, Range 2 East, W.M., Clackamas County, Oregon and being those properties designated as Parcel 2 and described in those Warranty Deeds to the State of Oregon, by and through its Department of Transportation, Highway Division, recorded December 30, 1981 as Recorder's Fee No. 81-44150 and recorded February 8, 1982 as Recorder's Fee No. 82-3617, Film Records of Clackamas County.

This parcel of land contains 1.85 acres, more or less.

Parcel 2 - A parcel of land lying in Section 4, Township 3 South, Range 2 East, W.M., Clackamas County, Oregon and being that property designated as Parcel 2 and described in that Warranty Deed to the State of Oregon, by and through its Department of Transportation, Highway Division, recorded December 17, 1982 as Recorder's Fee No. 82-34364, Film Records of Clackamas County.

This parcel of land contains 0.03 acre, more or less.

B. Declarant and the City desire that the Property be subject to certain covenants and restrictions hereafter described, which covenants and restrictions shall inure to the benefit of and bind the parcel for the benefit of the City of Oregon City (the "City") and its successors and assigns.

NOW, THEREFORE, for and in consideration of the foregoing Recitals which are deemed a material and substantive part of this Declaration, as well as the terms and conditions of the Purchase and Sale Agreement between the declarant and the City and other good and valuable consideration, Declarant hereby declares, grants, covenants and agrees as follows:

1. Covenant and Restriction.

(a) Declarant hereby declares that the future development of the Property shall include a transportation system that is designed to support the build out capacity of the area and

FIRST AMERICAN - 2345708-SS

resolves the transition problem associated with the proximity of Thayer Road to Beavercreek Road consistent with City standards.

(b) Declarant hereby declares that it covenants to seek no additional compensation from the City for the dedication of roadway on the Property.

2. **Binding.** This Declaration and the covenants within this declaration are intended to be a restriction running with and binding upon the land and shall be binding upon and inure to the benefit of the City, and its respective personal or legal representatives, successors and assigns.

3. **Governing Law.** This Declaration shall be governed by the laws of the State of Oregon.

4. **Severability.** If any term or provision of this Declaration or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Declaration shall not be affected thereby, and each term and provision of this Declaration shall be valid and enforceable to the fullest extent permitted by law.

5. **Mortgages.** Any mortgages, trust deeds or other liens encumbering all or any portion of the Parcels shall at all times be subordinate to the terms of this Declaration and any party foreclosing any such mortgage, or acquiring title by deed in lieu of foreclosure or trustee's sale, shall acquire title subject to all of the terms and provisions of this Declaration.

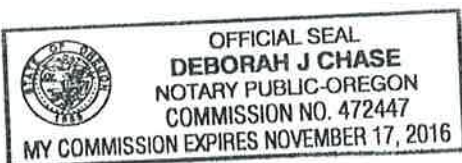
IN WITNESS WHEREOF, the undersigned has hereunto set its hand as of the date first written above.

HISTORIC PROPERTIES, LLC,
An Oregon limited liability company

By: Mark E. Foley *man/prop.*
Mark E. Foley, Manager

State of Oregon)
County of Clackamas) ss.

This instrument was acknowledged before me Nov. 14, 2014, by
Mark E. Foley, Manager of HISTORIC PROPERTIES, LLC, An Oregon limited liability
company, on behalf of the company.



D. Chase
Notary Public for Oregon
My Commission Expires: 11/17/16

LOT INFORMATION:

R-3.5: 78 LOTS
AVERAGE LOT SIZE:
3,500.01 SQ FT

R-6: 14 LOTS
AVERAGE LOT SIZE:
6,577.49 SQ FT

R-10: 15 LOTS
AVERAGE LOT SIZE:
10,144.68 SQ FT

R-8

R-10

R-3.5

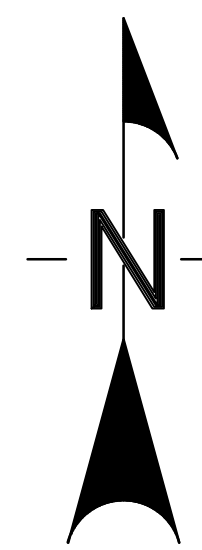
R-10

R-6

LOT SIZE PER ZONING		
ZONING	LOT #	AREA (SF)
R3.5	1	2828.25
	2	2828.25
	3	2828.25
	4	2828.25
	5	2828.25
	6	2828.25
	7	2828.25
	8	2828.25
	9	2828.25
	10	2828.35
	11	3083.08
	12	3171.79
	13	3352.14
	14	3495.79
	15	3500.00
R6	16	3500.00
	17	3500.00
	18	3500.00
	19	3500.00
	20	4200.00
	21	4200.00
	22	3500.00
	23	3500.00
	24	3500.00
	25	3500.00
	26	3500.00
	27	3500.00
	28	3500.00
	29	3500.00
R10	30	3500.00
	31	3500.00
	32	3500.00
	33	3500.00
	34	3500.00
	35	3500.00
	36	3780.38
	37	3062.47
	38	3062.48
	39	3062.48
	40	3040.95
	41	5123.66
	42	3046.92*
	43	3155.85*
	44	3196.24*
R6	45	3500.00
	46	3500.00
	47	3500.00
	48	3500.00
	49	3500.00
	50	3500.00
	51	3500.00
	52	4200.00
	53	4200.00
	54	3500.00
	55	3500.00
	56	3500.00
	57	3500.00
	58	3500.00
R10	59	5224.45
	60	3951.13
	61	3994.70
	62	4255.59
	63	4516.49
	64	4455.17
	65	4071.61
	66	3688.06
	67	3306.36
	68	2919.09
	69	3522.89
	70	3042.52
	71	3034.53
	72	3346.63
	73	5027.05
R10	74	3437.11
	75	3382.84
	76	3656.47
	77	3525.22
	78	3423.60
	79	6615.04
	80	6415.42
	81	5999.88
	82	5999.88
	83	6028.46
	84	6856.24
	85	5143.17
	86	5121.44
	87	5130.79
	88	5140.51
R10	89	5143.50
	90	7632.04
	91	9197.97
	92	11917.25
	93	13139.72
	94	9955.55
	95	8050.85
	96	10008.46
	97	9017.79
	98	9020.49
	99	9256.21
	100	9415.44
	101	9709.79
	102	10046.65
	103	10559.74
R10	104	10102.38
	105	9103.85
	106	9203.48
	107	15579.76
	108	

* AREA DENOTED DOES NOT INCLUDE THE PORTION OF THE SITE INSIDE THE R6 ZONING.

0 50' 100'
GRAPHIC SCALE 1"=50'



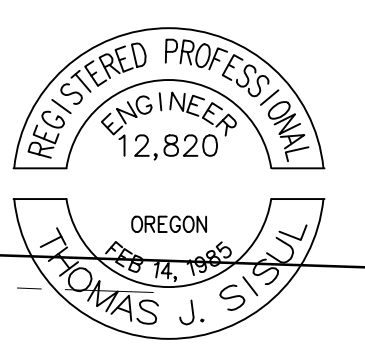
REVISIONS	BY
REVISED 10/19/15	JDM

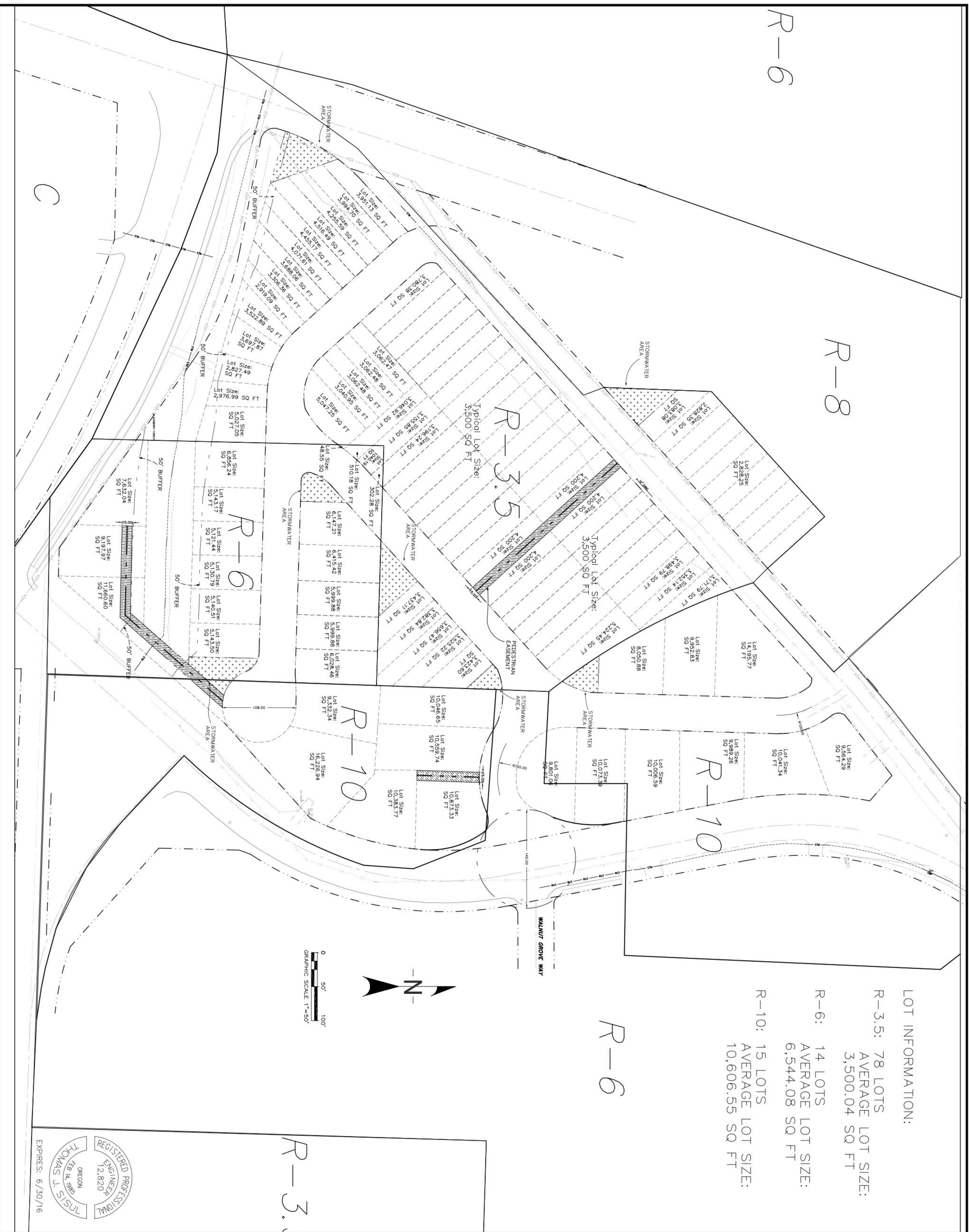
HILL TOP MASTER PLAN

LOT LAYOUT

ISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188
DRAWING:

DATE AUGUST 2015
SCALE 1" = 50'
DRAWN JDM
JOB SGL12-045
SHEET 1
OF 1 SHEETS





July 22, 2015

Dan Fowler
Historic Properties, LLC
1300 Jon Adams Street, Suite 100
Oregon City, OR 97045



321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

Dear Dan,

At your request, we have undertaken an investigation of the development potential of several properties located on the west side of Maplelane Road north of Beavercreek Road in Oregon City, Oregon. The properties have been proposed for a zone change, however the zone change will be proposed with a trip cap limiting site traffic to a level that would be permitted under the existing zoning.

The subject properties currently fall under a mixture of R3.5, R6 and R10 zoning as follows:

R3.5 Zoning

14297 Maplelane Road – 0.28 acres
14289 Maplelane Road - 0.24 acres
14275 Maplelane Road – 0.25 acres
14268 Maplelane Court – 4.03 acres
14228 Maplelane Court – 2.84 acres

Total R3.5 = 7.64 acres

R6 Zoning

3391 Beavercreek Road – 3.33 acres
Tax Lot 06000 – 0.62 acres

Total R6 = 3.95 acres

R10 Zoning

Tax Lot 06000 – 1.21 acres
Tax Lot 05900 – 0.04 acres
14375 Maplelane Court – 1.17 acres
14338 Maplelane Court – 1.02 acres
14362 Maplelane Court – 0.89 acres

Total R10 = 4.33 acres



Dan Fowler
July 22, 2015
Page 2 of 3

The “reasonable worst case” development scenario was evaluated for each of the three zones in order to determine the full development potential of the site under the existing zoning designations. All three zones allow residential development with single-family homes or cottage housing, and the R3.5 zone also allows duplex and multi-family development. Additionally, all three zones allow accessory dwelling units in addition to the primary dwelling.

For each of the three zones, the maximum development scenario was determined based on comparisons to other developed properties with similar zoning in Oregon City, as determined by the city’s transportation engineering consultant, John Replinger. This approach results in a lower number of units per acre than is specified by the code since it accounts for the likely net developable area of the site following necessary right-of-way dedications and inefficiencies inherent in subdivision layout which occasionally result in lot sizes in excess of the required minimums.

For the R3.5 zone, the reasonable worst case development potential was determined to be 8.33 lots per acre. For the R6 zone, the reasonable worst case development potential was determined to be 5.33 lots per acre. For the R10 zone, the reasonable worst case development potential was determined to be 3.8 lots per acre.

In order to assess the development potential of the properties, the gross acreages were multiplied by the respective development potentials to determine the number of lots that could be created within each zoning type. For each lot, it was assumed that a single-family dwelling and an accessory dwelling unit would be constructed.

The calculated development potential for each zone was as follows:

R3.5	7.64 acres * 8.33 lots per acre = 64 lots
R6	3.95 acres * 5.33 lots per acre = 21 lots
R10	4.33 acres * 3.8 lots per acre = 16 lots

The total development potential for the properties was therefore calculated to be 101 lots.

It should be noted that the cottage housing type permitted within the residential zones also allows increased density of dwelling units. Specifically, the Oregon City Code of Ordinances 17.062.059(C) allows a density bonus of 2 cottage units for each regular dwelling unit that would otherwise be allowed within the R6 and R10 zonings. Under the R3.5 zone, a density bonus of 1.5 cottage units is permitted for each regular dwelling unit that would otherwise be allowed within the zone. Analysis using cottage housing may result in higher development potential for the properties; however there are no clear examples of cottage housing within Oregon City on which we could base an estimate of the number of units achievable per gross acre. Accordingly, the “reasonable worst case” analysis was not conducted using cottage housing.



Dan Fowler
July 22, 2015
Page 3 of 3

Trip Generation Analysis

In order to assess the traffic impacts of full development under the existing zonings, an estimate of trip generation was prepared for the reasonable worst case development scenario. The trip estimates were calculated using data from the *TRIP GENERATION MANUAL, 9TH EDITION*, published by the Institute of Transportation Engineers. For each lot, one single-family dwelling and one accessory dwelling unit was assumed. Trip rates for the single-family dwellings were assessed based on data for land use code 210, *Single-Family Detached Housing*. Although initially trip generation for the accessory dwelling units was intended to be calculated using trip rates for land use code 220, *Apartments*, it was noted that Oregon City requires payment of system development charges for accessory dwelling units at half the rate of single-family dwellings. This approach yields slightly lower trip estimates than utilization of apartment trip rates for the accessory dwelling units, and it therefore conservative as well as consistent with prior decisions related to trip generation of accessory dwelling units within Oregon City.

A summary of the trip generation estimate is provided in the tables below. Detailed trip generation worksheets are provided in the attached technical appendix.

WEEKDAY TRIP GENERATION SUMMARY

Existing Development Potential

	Units	AM Peak Hour			PM Peak Hour			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Residential Home	101	19	57	76	64	37	101	481	481	962
Accessory Dwelling Unit	101	10	28	38	32	19	51	241	241	482
Total		29	85	114	96	56	152	722	722	1444

Based on the detailed trip generation calculations, the reasonable worst case development of the subject properties would result in a total of 114 site trips during the morning peak hour, 152 site trips during the evening peak hour, and 1,444 daily trips.

Based on the analysis, in order to avoid creating a significant effect on the surrounding transportation system as defined under Oregon's Transportation Planning Rule following rezoning to allow mixed-use commercial development a trip cap of 152 PM peak hour trips is recommended for the properties.

Sincerely,



Michael Ard, PE
Senior Transportation Engineer

APPENDIX



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 101

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	19	57	76

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	64	37	101

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	481	481	962

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	500	500	1,000



TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Dwelling Units
Variable Value: 101

Note: These trip generation calculations are provided for reference only. Actual trip generation for the accessory dwelling units was conservatively calculated as half the trip rate for single-family homes.

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	10	42	52

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	41	22	63

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	336	336	672

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	323	323	646

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

October 29, 2015

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION PLANNING RULE ANALYSIS LETTER
– HILLTOP MIXED-USE DEVELOPMENT – ZC15-03 & PZ15-01**

Dear Ms. Terway:

In response to your request, I have reviewed the materials submitted in support of the proposed rezoning of property associated with the proposed Hilltop Mixed-Use Development. The relevant materials included Transportation Planning Rule Analysis Letter (AL). The revised AL is dated October 28, 2015 and was prepared under the direction of Michael T. Ard, PE of Lancaster Engineering.

The parcels proposed for rezoning are located in the northwest quadrant of the intersection of Beaver Creek Road and Maplelane Road. The property proposed for rezoning totals almost 16 acres and involves twelve tax lots.

Three different residential zoning categories apply for the parcels: R-3.5, R-6, and R-10. The applicant proposes Mixed Use Corridor (MUC-2), but proposes a trip cap to limit the development to the same traffic volumes that would be expected under a reasonable worst case development under current zoning.

Development under Current Zoning

The AL includes an example site plan showing the maximum development under the current zoning. The information provided by the applicant appears to indicate that 107 individual lots could be created on the combined parcels under current zoning.

The AL also includes a calculation of trip generation associated with the theoretical development of 107 parcels. This calculation assumes one single-family residence (SFR) and one auxiliary dwelling unit (ADU) on each parcel. Trip generation for each SFR was based on the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, using ITE land use code 210. For the ADUs, the engineer used one-half of the rate associated with SFR. He explains that this was based on the city's transportation system development charge for ADUs.

According to the engineer, the total trip generation potential of 107 SFRs and 107 ADUs would be 128 AM peak hour trips, 168 PM peak hour trips, and 1658 weekday trips. I find this to be a reasonable approximation of the maximum potential trip generation for development under the current zoning.

Development under Proposed Zoning

Under the proposed Mixed Use Corridor zoning, a wide range of uses is allowed with the potential for a much higher number of trips. To alleviate concerns about the impact the rezoning, the applicant proposes a trip cap. The use of a trip cap would allow the applicant greater flexibility with regard to uses of the site while limiting the total development to that specified by the current zoning. Accordingly, the applicant proposes a trip cap of 161 PM peak hour trips.

Transportation Planning Rule Analysis

The AL explains that by proposing a trip cap based on the trip generation allowed under current zoning that the rezoning would result in no net increase in trips. As a result, the engineer explains that the rezoning will not necessitate a change in the functional classification of any existing or planned transportation facilities; will not cause a change in the standards for implementing the functional classification system; and does not cause degradation in the performance of the system relative to the Transportation System Plan.

Conclusion

I think that the AL accurately presents the potential development allowable under current zoning. The assumption that an ADU will be build on each lot is not something that has happened on a large scale in Oregon City, but it appears that it would be permitted. As such, the applicant has provided a realistic basis for the proposed trip cap. I think, also, that the applicant has demonstrated that with a trip cap, there would be no net effect beyond the development of the area as assumed in for the Regional Transportation Plan and Oregon City's Transportation System Plan.

Recommendations

The applicant proposes a trip cap of 161 PM peak hour trips. Because the intersection of Highway 213 and Beaver Creek Road is at or near capacity during both the AM and PM peak hours, I recommend that the trip cap should be measured for both the AM peak and PM peak periods. Development should be limited to uses that generate not more than 168 PM peak hour trips and not more than 128 AM peak hour trips.

The current land use action is for rezoning of the property. Each subsequent land use action associated with specific developments will need to address the applicable

transportation planning requirements including submittal of the transportation analyses consistent with the requirements of the Oregon City Municipal Code and with Oregon City's *Guidelines for Transportation Impact Analyses* available on the Oregon City website.

Because the applicant is proposing a trip cap and because the MUC zoning allows a variety of uses that generate high traffic volumes, it is likely that a portion of the land will remain vacant or underutilized while the trip cap is in place. Also, because the parcels involved in this rezoning are likely to be developed in a piecemeal manner, the extent of the transportation system needs associated with full development under the proposed zoning will need to be verified. In connection with the first development application for a specific development, the applicant should be conditioned to provide a transportation impact analysis showing the effect of full development. A Transportation Impact Analysis for full development of the site should address all geographic areas prescribed the *Guidelines for Transportation Impact Analyses*. The site frontage will be an area requiring special attention. The applicant will need to provide an analysis showing the roadway and intersection configuration for Beaver Creek Road from Highway 213 to Maple Lane Road, inclusive, and along Maple Lane Road from Beaver Creek Road to the applicant's north property boundary. Providing this analysis and a mitigation concept will help identify the needed right of way for these facilities.

With subsequent land use applications, the applicant will need to address the usual requirements specified in the City's *Guidelines for Transportation Impact Analyses*.

For each land use application submitted while the trip cap is in effect, the applicant should be required to provide an accounting of trips generated by previously approved land use actions for the entire property covered by this rezoning and for the subject proposal. These values should be compared with the trip cap approved under this rezoning. Both AM and PM peak hour trip caps (128 and 168, respectively) should be presented in the proposal.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,

A handwritten signature in cursive script that reads "John Replinger".

John Replinger, PE
Principal

From: [Wes Rogers](#)
To: [Laura Terway](#)
Subject: RE: ZC 15-03: Zone Change near HWY 213 and Beaver Creek
Date: Thursday, September 10, 2015 6:57:11 PM

No issues.

..wes

Wes Rogers, Director of Operations
Oregon City SD
503-785-8426

From: Laura Terway [mailto:Iterway@ci.oregon-city.or.us]
Sent: Thursday, September 10, 2015 10:41 AM
Subject: ZC 15-03: Zone Change near HWY 213 and Beaver Creek

Good Afternoon,

Please review the proposed development posted [here](#) and provide your comments by October 9th.

COMMENTS DUE BY: **3:30 PM, October 9, 2015**
HEARING DATE: November 9, 2015
HEARING BODY: ____ Staff Review; XX PC; ____ CC
FILE # & TYPE: ZC 15-03: Zone Change from Residential to "MUC-2" Mixed Use Corridor-2
PZ 15-01: Comprehensive Plan Amendment from Low Density Residential
and Medium Density Residential to Mixed Use Corridor
PLANNER: Laura Terway, AICP, Planner (503) 496-1553
APPLICANT: Historic Properties, Dan Fowler
REPRESENTATIVE: Sisul Engineering, Tom Sisul
REQUEST: The applicant is seeking approval for a Zone Change from "R-3.5" Dwelling
District, "R-6" Single-Family Dwelling District and "R-10" Single-Family
Dwelling District to "MUC-2" Mixed-Use Corridor 2 and an amendment to
the Oregon city Comprehensive Plan Map from Low Density Residential and
Medium Density Residential to "MUC" Mixed Use Corridor.
LOCATION: 14228, 14268, 14275, 14289, 14297, 14338 & 14362 Mapleglane Ct, 14375
Mapleglane Rd, 3391 Beaver Creek Rd, 32E04C- 700, 702, 900, 1201, 1300,
1400, 1500, 1600 and 32E04CD- 3300, 5900, 6000
PA REFERENCE: PA 15-02, 2/10/2015

Laura Terway, AICP
Planner
Planning Division
City of Oregon City
PO Box 3040
221 Molalla Avenue, Suite 200



Oregon City, Oregon 97045
Direct - 503.496.1553
Planning Division - 503.722.3789
Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: [Facebook!](#) | [Twitter](#)

Think **GREEN** before you print.

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday.

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.



MEMORANDUM

TO: Laura Terway, City of Oregon City, Planning Division
FROM: Kenneth Kent, Clackamas County, Land Use Review Coordinator
Rick Nys, PE, PTOE, Traffic Engineer

DATE: October 8, 2015
RE: ZC 15-03, PZ 15-01
32E04C 700, 702, 900, 1201, 1300, 1400, 1500, 1600 and
32E04CD 3300, 5900 and 6000

This office has the following comments pertaining to this proposal:

1. The project site abuts Beaver Creek Road and Maple Lane Court, which are both roadways under the jurisdiction of Clackamas County. As proposed, the comprehensive plan amendment/zone change includes a trip cap that will limit vehicle trips to a level that will not exceed that allowed under current zoning. At the time a development application is proposed for the project site, the county will evaluate specific traffic impacts and road frontage improvements.
2. Clackamas County has reviewed the July 22, 2015 and August 28, 2015 letters from Lancaster Engineering that provide an evaluation of the Transportation Planning Rule as it relates to this proposed comprehensive plan amendment/zone change. County staff has noted two minor issues with the letters.
 - a. The trip generation estimates relies upon an “accessory dwelling unit” land use. The *ITE Trip Generation Manual* provides no estimate for accessory dwelling units, so it is not clear what this trip generation is based upon. Additional information should be provided to ensure that this trip generation estimate is reliable as 107 units of the “Apartments” land use generates quite a few more trips than does 107 units of accessory dwelling units.

- b. The trip generation estimate relies upon the “average rate” in determining the trip generation for the project when, in some cases, the “fitted curve equation” would result in more appropriate trip generation estimates according to the ITE *Trip Generation Handbook*. In the case of this application, using the fitted curve equation would result in more trips, thereby increasing the trip cap. In order to meet Section 295.14 of the Clackamas County *Roadway Standards*, the appropriate trip generation calculation should be utilized.



OREGON CITY

Community Development – Building

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880 | Inspection (503) 496-1551

Building Division

Date: September 15, 2015

Planning Reference: ZC 15-03

Address: 14228, 14268, 14275, 14289, 14297, 14338 & 14362 Maplelane Ct, 14375
Maplelane Rd, 3391 Beaver Creek Rd

Map Number: 32E04C- 700, 702, 900, 1201, 1300, 1400, 1500, 1600 and 32E04CD- 3300,
5900, 6000

Tax Lot:

Project Name: Larry Bennett, KARS

Comment Due Date: September 24, 2015

Reviewer: Mike Roberts – Building Official

GENERAL COMMENTS

1. The construction documents for building project associated with this land use action shall be reviewed for conformance with the current Oregon Specialty Codes as adopted by the State of Oregon and administered by the City of Oregon City when submitted for permit applications.

Current Oregon Specialty Codes

Oregon Structural Specialty Code (OSSC) 2014
Oregon Energy Efficiency Code (OEEC) 2014
Oregon Fire Code (OFC) 2014
Oregon Mechanical Specialty Code (OMSC) 2014
Oregon Plumbing Specialty Code (OPSC) 2014
Oregon Electrical Specialty Code (OESC) 2014

From: [BROOKING Joshua C](#)
To: [Laura Terway](#)
Cc: [TAYAR Abraham * Avi](#)
Subject: Hilltop ZC/CPA - Oregon City
Date: Thursday, October 29, 2015 5:16:59 PM
Attachments: [ROW_Need_10.17.2012_v3.pdf](#)

Laura,

The attached map was forwarded to me regarding previous discussions at the Hilltop zone change and comprehensive plan amendment site. In sum, it is my understanding that there is the potential need and interest for an additional setback and/or easement/donation at the NE corner of OR-213/Beavercreek. Based on my internal discussion, I believe the property owner/developer is already aware. I just wanted to ensure that it stays on everyone's radar.

Avi and I look forward to the staff report tomorrow. Thanks!

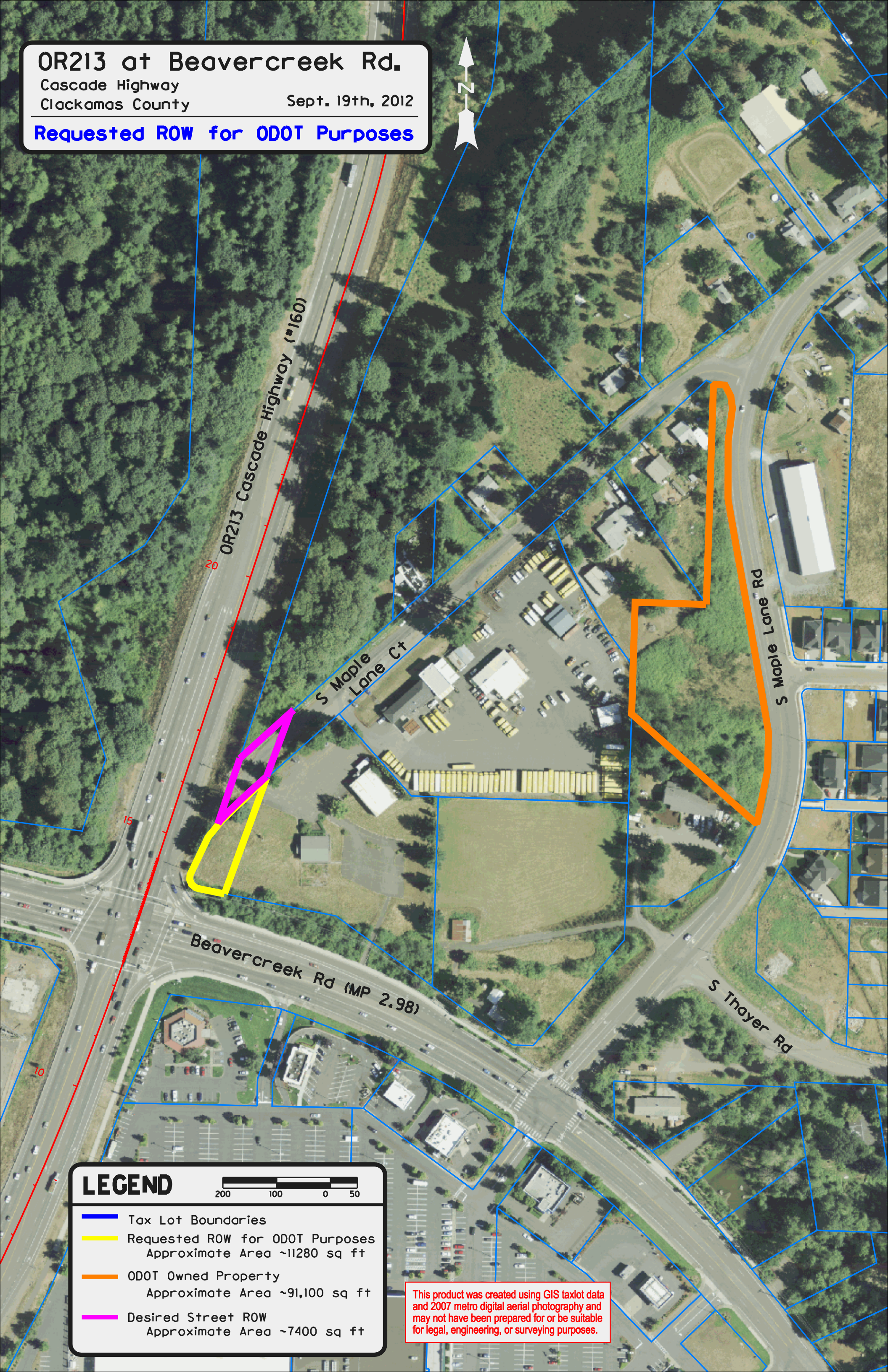
Joshua Brooking
Assistant Planner
ODOT Region 1, Development Review
(503)-731-3049
joshua.c.brooking@odot.state.or.us

OR213 at Beaver Creek Rd.

Cascade Highway
Clackamas County

Sept. 19th, 2012

Requested ROW for ODOT Purposes



OR213 Cascade Highway (#160)

S Maple Lane Ct

S Maple Lane Rd

S Thayer Rd

Beaver Creek Rd (MP 2.98)

LEGEND



- Tax Lot Boundaries
- Requested ROW for ODOT Purposes
Approximate Area ~11,280 sq ft
- ODOT Owned Property
Approximate Area ~91,100 sq ft
- Desired Street ROW
Approximate Area ~7,400 sq ft

This product was created using GIS taxlot data and 2007 metro digital aerial photography and may not have been prepared for or be suitable for legal, engineering, or surveying purposes.